

No. 8647

DEPARTMENT OF

LIBRARY OF

University of Illinois.

382 Un 34c 1856/57

Books are not to be taken from the Library Room.

**This book has been DIGITIZED
and is available ONLINE. ▲**

LETTER

OF

THE SECRETARY OF STATE,

TRANSMITTING A STATEMENT OF THE

COMMERCIAL RELATIONS OF THE UNITED STATES

WITH

FOREIGN NATIONS,

FOR

THE YEAR ENDING SEPTEMBER 30, 1857.

WASHINGTON:
WILLIAM A. HARRIS, PRINTER.
1858.

9382
Un34c
1856/57

ANNUAL REPORT

ON

FOREIGN COMMERCE,

FOR THE YEAR ENDING SEPTEMBER 30, 1857.

APRIL 22, 1858.—Read and referred to the Committee on Commerce. Motion to print referred to the Committee on Printing.

MAY 4, 1858.—Report in favor of printing submitted, considered, and agreed to.

JUNE 4, 1858.—*Ordered*, That one thousand additional copies of the Report of the Secretary of State, relating to foreign regulations of commerce, received from that Department on the 4th ultimo, be printed for the use of that Department.

DEPARTMENT OF STATE, *April 20, 1858.*

SIR: In compliance with the acts of August 16, 1842, and August 18, 1856, I have the honor to communicate, herewith, a Report on the Commercial Relations of the United States with Foreign Nations, for the year ending September 30, 1857, a copy of which has been transmitted to the House of Representatives.

I have the honor to be, sir, your obedient servant,

LEWIS CASS.

Hon. BENJAMIN FITZPATRICK,

President pro tem. of the Senate.

30322

CONTENTS.

BRITISH DOMINIONS.

	Page.
London	1, 233
Liverpool	1
Leeds	2
Manchester	8
Leith	11, 248
Cork	12, 252
Galway	12
Hong Kong	13, 254
Calcutta	14, 257
Point de Galle	17, 268
Akyab	17
Melbourne	18, 274
Sydney, (N. S. W.)	18, 271
Malta	20, 280
Cape Town	21
Port Louis (Mauritius)	22, 285
Bay of Islands	34, 276
Montreal	34
St. John's, (N. F.)	36, 292
Halifax, (N. S.)	37, 291
Pictou, (N. S.)	37, 294
Nassau, (N. P.)	40, 302
Turk's Island	42, 304
Turk's Salt Cay	305
Bristol	235
Newport	236
Cardiff	238
Swansea	241
Gloucester	242
Falmouth	243
Plymouth	244
Newcastle-upon-Tyne	248
Glasgow	248
Dublin	250
Belfast	251
Singapore	265
Prince of Wales Island	269
New Castle, (N. S. W.)	273
Hobart Town	276
Gibraltar	277
Port Elizabeth	282
St. Helena	286
St. John's, (N. B.)	294
Kingston	295
Harbor Island	306
Barbadoes	307
Port of Spain, (Trinidad)	318
Inagua	320
Antigua	321
St. Christopher	323
emarara	324

FRENCH DOMINIONS.

	Page.
Paris	44
Marseilles	44, 329
Lyons	47
Nantes	48, 333
Bordeaux	49, 334
Havre	326
La Rochelle	338
Point à Petre	339
St. Pierre	340

SPANISH DOMINIONS.

Malaga	55, 345
Barcelona	59, 347
Havana	60, 352
St. Jago de Cuba	67, 379
St. John's, Porto Rico	69, 383
Ponce	385
" Mayaguez	386
Guayama	386
Cadiz	342
Tarragona	348
Denia	349
Valencia	350
Vigo	350
Alicante	351
Matanzas	354
Cardenas	358
Trinidad de Cuba	368
Sagua La Grande	370
Cienfuegos	373
Remedios	377
Manzanillo	382
Neuvitas	383
Manilla	386

PORTUGUESE DOMINIONS.

Lisbon	69, 389
Oporto	71
Fayal	74, 391
Madeira	393
St. Paul de Loando	393
Funchal	392

DANISH DOMINIONS.

Elsinore	76
St. Thomas	80, 407
Christianstadt	405
Frederickstadt	406

SWEDEN AND NORWAY.

Stockholm	82, 410
-----------------	---------

RUSSIA.		TUSCANY.	
	Page.		Page.
St. Petersburg	83	Leghorn	430
Odessa	88, 418		
Moscow	88		
Helsingfors	90		
Irkoutsik, (Amoor)	92		
Cronstadt	410		
PRUSSIA.		SWITZERLAND.	
Aix-la-Chapelle	98	Basle	142
Cologne	99	Zurich	143
Barmen	100	Geneva	144
Stettin	101		
AUSTRIA.		PAPAL STATES.	
Vienna	101	Ancona	144
Trieste	103, 418	New tariff of 1856	144
Venice	421		
SAXONY.		TWO SICILIES.	
Leipsic	116	Palermo	146, 432
		Naples	431
		Trapani	436
		Messina	437
BAVARIA.		TURKISH DOMINIONS.	
Munich	120	Constantinople	149, 440
		Tariff of sanitary dues	149
		Weights and measures of	151
		License to establish printing presses	155
		Regulations for entering the Danube	156
		Smyrna	158, 441
		Beirut	159
		Syria, products and commerce of	160
		Canea	163
		Retimo	165
		Candia, commerce of	166
WURTEMBERG.		EGYPT.	
Stuttgardt	121	Alexandria	443
BELGIUM.			
Antwerp	395		
HOLLAND.		GREECE.	
Rotterdam	396	Athens	171
Amsterdam	399	Greece, statement of commerce of	172
Paramaribo	400	“ maritime power of	173
Batavia	401		
St. Martin's	402		
Padang	403		
FRANKFORT-ON-THE-MAYN.		IONIAN REPUBLIC.	
Frankfort	122	Zante	171
OLDENBURG.		BARBARY STATES.	
Oldenburg	137	Tangier	175
Stade Tolls	139	Moorish tariff of exports	177
		Tariff reductions	177
		Anchorage duties	179
		Tripoli	179
		Tunis	179
HANSE TOWNS.		PERSIA.	
Hamburg	142, 422	Treaty between United States and	180
Bremen	142, 424		
SARDINIA.		AFRICA.	
Genoa	427	Monrovia	182, 443
Spezzia	429	Export duty bill	183

CONTENTS.

VII

MUSCAT.		COSTA RICA.	
	Page.		Page.
Island of Zanzibar.....	185, 445	San José de Costa Rica.....	470
CHINA.		HONDURAS.	
Canton	186	Omoa.....	472
Shanghai	189, 447	NEW GRANADA.	
Foo-chow-foo	197, 448	Panama.....	212, 472
Amoy	198, 449	Aspinwall.....	475
Ningpo	198	VENEZUELA.	
SANDWICH ISLANDS.		Puerto Cabello.....	217, 480
Lahaina.....	200, 453	Maracaibo.....	479
Hilo.....	202, 455	Laguayra.....	219, 483
Honolulu.....	450	ECUADOR.	
FRIENDLY AND NAVIGATORS' ISLANDS.		Guayaquil.....	485
Apia.....	203, 456	BRAZIL.	
FEEGEE ISLANDS.		Pernambuco.....	220, 490
Lanthala.....	457	Para.....	221, 492
HAYTI.		Rio de Janeiro.....	486
Cape Haytien.....	204, 458	Rio Grande do Sul.....	493
Port au Prince.....	457	Bahia.....	494
Gonaives.....	459	Maranham.....	496
Aux Cayes.....	461	PERU.	
Jeremie.....	462	Callao.....	222, 497
DOMINICAN REPUBLIC.		Arica.....	223
St. Domingo.....	462	Treaty between United States and Peru.....	225
MEXICO.		CHILI.	
Vera Cruz.....	205, 463	Valparaiso.....	501
Laguna, exports of logwood from.....	205	Talcahuano.....	503
Goatzacoalcos, exports of mahogany from.....	206	URUGUAY.	
Tampico.....	207, 464	Montevideo.....	505
Minatitlan.....	211, 468	BUENOS AYRES.	
Goatzacoalcos.....	212	Buenos Ayres.....	506
Acapulco.....	466	Recapitulation.....	511
Mazatlan.....	467		
NICARAGUA.			
San Juan del Norte.....	468		
San Juan del Sur.....	469		



NOTE.

The Recapitulation to be found at the end of this volume was prepared while the work was passing through the press, and will prove of great utility, especially for legislative purposes, in ascertaining, at a moment, with general accuracy, the navigation, and, as a consequence, the commerce of the United States, at any port, in any part of the world, to which a United States Consular Agent is accredited.



PART I.



ABSTRACTS

OF

CONSULAR RETURNS AND OFFICIAL PUBLICATIONS.

ABSTRACTS
OF
CONSULAR RETURNS AND OFFICIAL PUBLICATIONS.

BRITISH DOMINIONS.

LONDON.

APRIL 27, 1857.

THE exports for the month of March alone reach nearly £10,500,000, and for the quarter a fraction under £22,000,000, none of which has been produced by artificial stimulus. During the greater part of the quarter there has been unusual stringency in the money market, and unremitting efforts have been made by the press to check any and every tendency to dangerous or foreign speculations, as well as investments in foreign stocks. The dark side of the report is that which shows the immense imports of the necessaries of life, being near 600,000 quarters of wheat, independent of a still larger quantity of flour, meal, and corn. There has also been imported upwards of 7,000 beef cattle. These items, with many others you will find enumerated, imported at the end of a year of good crops and fine seasons, prove the inability of the country to sustain its population for a single year if supplies from America should fail.

DOCK CHARGES ON TOBACCO IN LONDON.

A new scale of rent charges of the London Dock Company on tobacco warehoused at that port has been adopted, and was put in force on the 25th of August last. The following are the rates :

“Hogsheads tobacco, $4\frac{1}{2}d.$ (9 cents) each per week ; German casks, $4d.$ to $4\frac{1}{2}d.$ (8 to 9 cents) each per week ; cases or bales under 6 cwt., $1\frac{1}{2}d.$ to $3\frac{1}{2}d.$ (3 to 7 cents) each per week ; cases or bales under 10 cwt., $4d.$ to $4\frac{1}{2}d.$ (8 to 9 cents) each per week ; Havana cigars and cheroots under 2 cwt. gross, $3d.$ (6 cents) each per week ; Havana cigars and cheroots under 3 cwt. gross, $4\frac{1}{2}d.$ (9 cents) each per week.”

LIVERPOOL.

DECEMBER 4, 1857.

I have the honor to inform you that a light having lately been placed on Cape Race, the British government has instituted a charge therefor at the rate of about six shillings per thousand tons, to be levied on all vessels coming from New York and all places north of it.

The tax, being on English as well as foreign vessels, is not contrary to any treaty stipulations ; but as regards vessels coming from New York, it falls principally on Americans, and is

very much objected to by our captains and owners (of sail vessels) in this trade, on the ground that sail ships on the voyage between New York and Liverpool steer so far south of Cape Race that they can derive no benefit from a light on it. Their steering to the south is for reasons unaffected by the existence or non-existence of the light, being on account of fogs, ice, steamers, and other dangers of the coast of Newfoundland.

An American house here, representing large interests, and themselves owners, are taking the initiative in the matter, and I have considered it not inconsistent with my duty to assist them, so far as taking depositions of ship masters employed in the trade, to be forwarded to Mr. Dallas, with a view to their being submitted to the British government, if he thinks fit.

Although it is quite clear that sail vessels trading between Liverpool and New York derive no benefit from the light, there is no doubt that steamers in that trade do, and that it is greatly for the interest of commerce; but whether these are sufficient reasons for taxing sail ships that do not use it, I leave for the consideration of the department.

LEEDS.

Changes and additions in the fiscal and commercial acts and regulations of Great Britain since September, 1856.

CUSTOMS DUTIES, &c.

Ships, foreign built, (with their tackle, apparel, and furniture,) when broken up, or sold to be broken up, by the owners, or sold as wreck, whether afterwards recovered, or repaired or not, are to be charged five per cent.

Under the former law, a ship built in any foreign country, brought to any port in the United Kingdom, and having acquired a British register, might, at the option of her owner, be broken up in this country, without payment of duty, the previous rating having so admitted not only "British ships broken, or to be broken up," but also "ships entitled to be registered as such not having been built in the United Kingdom."

This manifest anomaly has now been removed from the Table of Rates.

The duties on sugar and tea—two of the articles which were subject to declining rates, consequent on the cessation of hostilities with Russia—have, under the authority of a recent act, been increased from 8 to 10 per cent. on the former, and 13 per cent. on the latter article, as set forth in the following comparative statement :

	s.	d.	s.	d.
Candy or refined sugar, cwt.	16	8	18	4
White clayed sugar, cwt.	14	7	16	00
Yellow Muscovado sugar, cwt.	12	9	13	10
Brown Muscovado sugar, cwt.	11	8	12	8
Tea.....	1	3	1	5

20 and 21 Vict.,
cap. 61. By a subsequent act, the above increase rates were levied to have effect until March 31, 1860, and embodied in the act is a table of rates of like amount to be levied by the officers of inland revenue (excise) on all sugar manufactured in the United Kingdom.

As a consequence of the higher duties imposed on sugar, it followed that those articles of importation, in the preparation or manufacture of which sugar constitutes an important element, would be similarly affected. Hence—

Comfits,
Cherries, dried,
Confectionery,
Ginger, preserved,
Marmalade,

Plums preserved in sugar, and succades, which, under the former act, 18 and 19 Vict., cap. 97, would be liable, from and after the 5th April, 1858, to the duty of $1\frac{1}{2}d.$ per lb., are, under the new act, continued at the former rate of $2d.$ per lb.

Under a more recent act of the last session, the following articles were subject to altered duties, viz: 20 and 21 Vict.,
cap. 62.

Hats of felt, reduced from 1s. to $6d.$ each.

Lucifers, Vesta, of wax, are more equitably rated at $\frac{1}{2}d.$ the 1,000 matches.

Plums, commonly called French plums and prunelloes, are reduced from 15s. to 7s. per cwt.

Plums, dried or preserved, (except in sugar,) are also reduced from 15s. to 7s. per cwt.

Rice dust for feeding cattle, previously admitted “free of duty,” is to be charged with the same rate as “rice not rough nor in the husk,” viz: $4\frac{1}{2}d.$ per cwt.

Rice meal and meal “not otherwise enumerated or described” are, for the first time, rated, viz., at $4\frac{1}{2}d.$ per cwt.

Oxymuriate of tin is to be admitted “free of duty.”

Chloride of lime, under authority of an order of the Lords of the Treasury, issued since the prorogation of Parliament, is also made “free of duty.” G. O. 1857.

Caoutchouc or India rubber manufactures are, under similiar sanction, to be subject to the duty of $2d.$ per lb. G. O. 1857.

Customs Regulations.—Until the passing of the present act, the Crown had, in consideration of the heavy duty imposed on tobacco, devolved upon the Commissioner of Customs the responsibility of providing warehouses for the bonding of that article at the ports into which it may be legally imported. 20 and 21 Vict.,
cap. 62.

The sum paid annually to the proprietors of such warehouses amounts to nearly £50,000, towards which the Crown receives back, in the shape of a package rental, from merchants and importers, scarcely one-third of that amount.

The rate of charge in *London* is 2s. per hhd. when deposited in warehouse, and 2s. per hhd. when taken out, provided it had not been in bond more than five years.

For a package under 150 lbs. weight, 9d. when deposited, and a similar sum when taken out, on the same conditions as to time.

Beyond five years, the rental (for the 6th year) is increased in a much greater ratio, viz: 6s. for hhd. and 2s. 3d. for the smaller package.

At the outports, tobacco is permitted to be warehoused for eighteen months rent-free; and, after the expiration of that period, a charge of $1\frac{1}{2}d.$ per week per package is levied.

The Commissioners of Customs are now relieved from the duty of providing such warehouses and charging such rents, provision having been made in the present act for repealing so much of the “10th section of the Customs Consolidation Act, 1853” as relates to those functions, which

subsequent sections contain authority for the continuance of existing warehouses for tobacco, already warehoused upon existing terms, until the expiration of five years from the date of bonding, empowering the Commissioners to approve of such warehouses for general goods, to enter into agreements with the owners for their surrender, and to allow tobacco, thereafter imported, to be deposited in any warehouse approved by the said Commissioners.

All tobacco, therefore, imported since the passing of this act, will no longer be exceptional as regards warehousing conditions, but, like all other goods deposited in the bonding receptacles of the dock companies, wharfingers, or other warehouse keepers, will be subject to a rent-charge, agreed upon and levied by them.

Bullion or coin imported into this country, and which by law is exempt from the requirement of being reported or entered, must now, for statistical purposes, be rendered an account of, within ten days after landing, by the owner or consignee, under a penalty of £20 ; but the said penalty is not to be levied in respect of small parcels thereof imported as part of the baggage of a passenger.

The declaratory provisions relating to conventions of commerce with foreign powers, as affecting differential duties or charges on goods imported or exported in foreign ships, as well as differential duties and charges on foreign ships, as enacted by section 9 of the 8th and 9th Vict., cap. 90, which section was accidentally omitted to be saved in the Customs Consolidation Act, are now restored ; the object being to give legal sanction to treaties with foreign powers by the general authority of law which they contain, and thereby avoid the necessity for a special act of Parliament to give validity to each treaty when entered into.

The restored section was founded on the act 59 George III, cap. 54, entitled "An act to carry into effect a convention of commerce concluded between Great Britain and the United States of America and a treaty with Portugal," the provisions of which act were held to apply and extend to all foreign powers with whom conventions of commerce or treaties had been entered into with this country, and faithfully observed.

In addition to the foregoing enactments there have been issued regulations from the Lords of the Treasury, the Board of Trade, and the Commissioners of Customs, to the following effect :

With the view of preventing the importation of cattle, sheep, &c., affected with the disease called "murrain," the officers of customs have been furnished with instructions, accompanying which are statements detailing the symptoms, and the precautionary measures needful for arresting the disease.

The governor of Gibraltar having represented that vessels frequently arrive at that place without bills of health, the masters alleging that they have been informed that such document is unnecessary, the customs authorities have received instructions to caution masters of vessels clearing for Gibraltar, or for ports in the Mediterranean, to provide themselves with bills of health, properly authenticated, or, on failure so to do, such masters are liable to quarantine, more especially in the event of their being compelled by distress to enter a port in Spain or Portugal, where they would not only not obtain pratique, but be subjected to a heavy fine.

A treasury order, transmitting an order in council, prohibits the importation into this country of horns, hoofs, bones, and hides, from certain places bordering on the Baltic sea.

Ratifications of a treaty of commerce and navigation were exchanged on the 25th August last between Great Britain and the Republic of Honduras ; also an additional article containing provisions for securing privileges to the railway projected from the Atlantic to the Pacific oceans, through the territories of Honduras.

In accordance with the views and recommendations of a committee appointed by the Board of Trade "to inquire into and report upon the subject of a code of signals to be used at sea," a report has been presented, in which are embodied the general principles upon which should be framed a comprehensive, clear, and inexpensive code, capable of adaptation for international communication.

The committee had to consider that, independently of a good system of signals for effecting telegraphic communication between ships, one very important object in framing a system for the purpose was to provide, at the same time, facilities for making ships' names or numbers.

"The merchant shipping act, 1854," having provided that to every British registered ship should be appropriated an official number, to be entered upon her certificate of registry, and permanently marked upon her beam, the Board of Trade supplemented the requirement that such number should be assigned in continuous arithmetical progression, and be attached invariably to the vessels named, so as to insure through all changes of ownership or port of registry no two ships should be numbered alike.

The identity of each vessel being thus established, the inconvenience heretofore experienced, owing to many vessels belonging to the same port, of the same tonnage, and bearing the same name, will no longer be felt.

But great as is the advantage of this identity, its full extent could not have been realized had no means been devised for communicating these distinctive numbers between all ships passing at sea and signalling to stations on shore.

For the purpose of signifying the special numbers of these vessels, it became necessary to appropriate, in a signal book, at least 50,000 symbols.

The Board of Trade, acting upon the recommendations of the committee, have published two volumes, viz: "The Mercantile Navy List," and "The Commercial Code of Signals for the use of all Nations, with the British vocabulary."

As an appendage to the former work there is added a list of British and foreign ships, with the official numbers and signal letters by which every vessel is distinguished.

The volume will be republished at the commencement of every year.

Instructions have just emanated from the "Board of Customs" to the effect that entries for wine shall henceforth contain no description other than the law allows, viz: "red" or "white," as it may happen to be; and if any surplusage be introduced thereon by the merchants, the officers are authorized to expunge it.

It will therefore no longer be permitted to parties passing entries to describe any wine as Portugal Red, Spanish White, or such terms implying the country of which it is the produce.

This surplusage it has been found necessary to suppress, in order to protect the interests of legitimate commerce, by frustrating the designs of unfair traders, who, under cover of an official document, introduce into the market a spurious article, and pass it off as genuine—as, for example, an admixture of inferior wines imported from Hambró—and enter the same in this country as Portugal wine, knowing well, as the parties do, that there is not any portion of the admixture the produce of that kingdom.

Another practice pursued by these persons is to export a similar preparation from this country to Oporto, re-export it thence to this country, where an entry is passed for the same as *Portugal* red wine from Oporto.

A strong remonstrance on the part of a large body of wine merchants of London, backed by representations from the director-general of customs in Portugal, of the fact of such

malpractices having occurred within the last month, on which occasion ten hogsheads of the so-called wine had been seized at Oporto by the customs authorities, induced the commissioner of customs to issue directions that entries shall contain nothing more than the law requires.

INCOME AND PROPERTY TAX.—One of the earliest acts of the session of 1857 was the reduction from the 5th of April last of the rates chargeable on property and income tax, from one shilling and fourpence to sevenpence in the pound on sums of £150 and upwards; and from elevenpence halfpenny to fivepence in the pound on sums exceeding £100 and not exceeding £150; thus reducing the impost to the amount levied prior to the commencement of the late war with Russia.

EXCHEQUER BILLS.—By this act power is given to the Lords of the Treasury to
20 Vict., cap. 17. raise £21,049,700 by exchequer bills for the public service of the year.

20 Vict., cap. 20. **APPROPRIATION OF SUPPLIES.**—The Lords of the Treasury are empowered by these
20 and 21 Vict., acts to issue exchequer bills to the amount of £13,007,200, £8,000,000, and
cap. 4. £16,277,482, respectively, the same to bear interest not exceeding $3\frac{1}{2}$ d. per
20 and 21 Vict., centum per diem, such bills being made chargeable upon the growing produce
cap. 69. of the consolidated fund, and all monies raised thereby to be applied to the
services voted by the House of Commons, as therein specially detailed.

CONVENTION WITH DENMARK.—In consideration of the abolition of tolls levied on vessels and their cargoes passing the Sound and the Belts, and for the reduction of the duties on goods passing *in transitu* by various lines of communication connecting the North Sea and the Elbe with the Baltic, Great Britain guarantees to pay the sum of £1,125,206 as her proportion of the charge.

Joint Stock Companies Act—Amendment.

20 and 21 Vict., This act amends the registry regulations of “The Joint Stock Companies
cap. 14. Act, 1856;” confers the power of any limited company, by special resolution, to convert paid-up shares into stock; compels such company to keep a register of the names and addresses of all holders of stock; empowers any court having jurisdiction, in winding up, to arrest any shareholder about to abscond, or to remove or to conceal any of his property; makes provision for the appointments of liquidators by court of bankruptcy as well as by other courts, and grants an extension of power to liquidators in compromising debts, &c.

20 and 21 Vict., The Joint Stock Companies Acts, 1856 and 1857, are not to be deemed to
cap. 80. repeal the 7th and 8th Vict., cap. 110, as respects insurance companies.

20 and 21 Vict., **SUPERANNUATION ACT.**—The civil servants of the crown, who entered the
cap. 37. services since the 4th day of August, 1829, and who, under the provisions of the 27th section of the 4th and 5th Wm. IV, cap. 24, have contributed, respectively, $2\frac{1}{2}$ per cent. on salaries under £100, and 5 per cent. on salaries above £100, are, by this act, relieved from further payment of such abatements.

AMENDMENT OF THE LAW RELATING TO BANKING COMPANIES.—The Joint Stock Companies Acts, 1856 and 1857, are to be incorporated, and to form part of this act, which is to be cited as “The Joint Stock Banking Companies Act, 1857.”

It repeals section two of the act of 1856, except that portion which provides that no existing or future banking company shall be registered as a limited company, and enacts that every banking company consisting of seven or more persons, and formed under the 8th Vict., cap.

113, and 10th Vict., cap. 75, shall register as a company under this act on or before 1st January, 1858, which acts are repealed as respects any future company.

Punishment of frauds by trustees, bankers, and other persons entrusted with property.

The provisions of this act, which are not applicable to Scotland, make it a 20 and 21 Vict.,
 misdemeanor if any person being a trustee of any property for the benefit of some cap. 54.
 other person shall fraudently dispose thereof, or if any person being banker, attorney, &c., shall fraudently sell or appropriate to his use property entrusted to his care. Any person found guilty of a misdemeanor under this act to be kept in penal servitude for three years, or to suffer such other punishment by imprisonment for not more than two years, with or without hard labor, or by fine, as the court shall award.

Confirmation of an order in council relating to the kingdom of Siam.

Doubts having arisen whether all the jurisdiction intended to be vested in an 20 and 21 Vict.,
 order of council dated 28th July, 1856, can be effectually vested without the cap. 75.
 authority of Parliament, this act was passed to confirm the said order in council.

Amendment of 7 and 8 Vict., cap. 111, for facilitating the winding up the affairs of joint stock companies unable to meet their pecuniary engagements, and also the "Joint Stock Companies Winding-up Act, 1848 and 1849."

With the view of making provision for the more equal distribution among creditors, as well of the assets to arise from the separate estates or contributions of shareholders in any company as of the joint assets thereof, the judge or master in all cases in which a winding-up order shall have been made, may, by advertisement, call meetings of creditors to appoint representatives of creditors; and in any case where such company shall be declared bankrupt, and no winding-up order be made, the assignees may compromise with the shareholders, so as to bind all creditors.

It is furthermore by this act made lawful for representatives of creditors to concur or take part in all the proceedings in the winding-up of such company, or in any compromise which the official managers may propose; and all the creditors shall be fully and effectually bound thereby.

All orders and proceedings before the judge or master shall be subject to appeal, and all creditors shall be at liberty to attend the proceedings, to submit proposals, and to inspect the books of the company.

Exports from Leeds to the United States during the quarter ending December 31, 1856.

Articles.	Value.	Articles.	Value.
	£ s. d.		£ s. d.
Steel.....	29,213 13 1	Thread.....	988 10 1
General merchandise.....	28,000 0 0	Table damask.....	651 6 5
Woolens.....	17,359 11 11	Metal frames.....	329 13 4
Files, anvils, saws, steel, cutlery, hard- ware, &c.....	16,986 14 11	Paris white.....	299 8 3
Skins, salted skins, and leather.....	6,529 4 2	Doeskins.....	265 0 5
Blankets.....	3,832 5 7	Coal.....	253 18 9
Linens.....	2,841 10 9	Dye.....	162 15 11
Worsteds.....	2,824 6 5	Orchil and cudbear.....	147 10 7
Woolen waste.....	2,606 8 8	Woad.....	107 2 0
Woolen cloth.....	2,489 1 6 ³ / ₄	Barytes.....	78 9 9
Hosiery.....	1,689 3 6	Total.....	121,761 5 6 ³ / ₄
Silk and cotton lace, &c.....	1,591 19 6	At \$5 per £ equal United States currency..	\$608,806 39
Iron, iron plates, &c.....	1,260 19 6		
Chamois leather.....	1,252 10 6		

*During the quarter ending June 30, 1857.**During the quarter ending September 30, 1857.*

Description.	Values.	Description.	Values.
	£ s. d.		£ s. d.
Woolens, cloth, blankets, &c.....	45,404 13 6	Woolens, cloth, blankets, &c.....	38,573 9 0
Steel and files.....	32,747 14 7	Steel and files.....	39,716 16 8
Worsted stuffs.....	3,804 1 7	Silks, crapes, hosiery, lace, &c.....	11,575 15 1
Hardware.....	5,233 13 2	Hardware.....	6,483 18 1
Salted skins, leather, &c.....	6,522 3 2	Worsted stuffs.....	5,703 19 0
Woolen waste.....	3,466 11 2	Salted skins, leather, &c.....	4,654 7 0
Anvils.....	843 1 7	Anvils and iron.....	3,316 2 9
Emory & colors.....	670 6 11	Cotton waste.....	2,647 3 9
Coals.....	305 14 9	Coal.....	462 3 0
Sundries.....	15,235 19 3	Sundries.....	4,419 14 8
Total.....	114,233 19 8	Total.....	117,553 9 0
At \$4 84 per £, =.....	\$552,892 44	At \$4 84 per £, =.....	\$568,958 70

MANCHESTER.

JUNE 12, 1857.

There is a very serious concern observable in all departments of business in regard to the question of the cotton supply. The increasing demand for cotton goods, especially in the English colonies, presses the subject with severe force on the attention of the British government.

From a careful survey of the movements now being made at London, Liverpool, and Manchester, I do not think the United States have anything to fear on the subject. Experience has demonstrated that the East India cotton is too short, and the West India cotton too long for profitable use by the established manufacturing interest. The staple is not so strong as the American, and will always occupy a second place in the European markets. In fact, the sale of cotton at any price depends on the American article, into which the former is interwoven to make it of use at all. The demand for the manufactured article, and the capacity to supply the raw material must, of course, decide the interest of the spinner. The orders for the fabric call for a certain description of goods, which can only be made from American cotton. The taste of the market is thus fixed, and cannot be altered until time and experience demonstrate that a better and cheaper article is offered in competition to that produced from the American staple. If the "Cotton Supply Association" succeed in growing cotton in India, they must appear, eventually, in the markets of the world with the fabric for buyers. The real difficulty, and the fatal one, will then appear. The purchaser will seek to gain by the competition, and the English seller will either have to offer a very superior article at an equal price, or an inferior article at a greatly reduced price. The English manufacturers, by excluding American cottons entirely from their mills, will simply enable the manufacturers of other countries to buy their stocks at such reduced prices as to undersell them in every market in the world. If, on the other hand, England continues to buy from us, she must continue to do so under the present excess of consumption over production. So far as working short time is concerned, it is a serious question whether it is not a necessity of "supply rather than of price." The cotton necessary for working "full time," with present reduction of "stocks," cannot certainly be furnished by America. That is now admitted in Europe in the best informed quarters. The deficiency must come from some other source, and the supply, from whatever source it may come, will not take the place of American cotton, at least immediately. Time will prove if it will do so at all.

The prospect of good harvest and the favorable condition of trade in India, China, and throughout the East, are producing the natural consequence in trade at Manchester. The contemplated reduction of the rate of interest in the city of Paris is considered by many as an artificial measure. Whether the suggestion is correct or not, it is to be observed that the general rate of interest in Germany and other parts of Europe is lower than that established by the bank of England, which is nearly equal to the usual commercial rates for money in the United States money market.

The opinion most to be relied upon in Manchester is, that cotton will not be lower unless there should be an unusual yield of the coming crop. If the next crop should be largely over three millions of bales, the active demand early in the season of those who, not wishing to hazard the risk of a falling off in the supply, prefer to purchase on the first appearance of the new crop, will maintain a steady price to the American holder until the extent of the crop is absolutely ascertained; any supplies would be necessary to supply the stock on hand, now almost exhausted in all European markets.

AUGUST 14, 1857.

I take the liberty of sending the following results in the prices of the public sale of cotton at Amsterdam of the 7th instant, being the annual sale of the Netherlands Trading Society :

	American currency.	
Ordinary	$17\frac{3}{10}$	to $17\frac{1}{2}$ cents.
Good ordinary	$17\frac{2}{5}$	to $17\frac{6}{10}$ "
Low middling	$18\frac{1}{10}$	to $18\frac{1}{2}$ "
Middling	$18\frac{2}{5}$	to $18\frac{3}{5}$ "
Strict middling	$18\frac{3}{5}$	to $18\frac{9}{10}$ "
Good middling	$18\frac{9}{10}$	to $19\frac{1}{5}$ "
Middling fair	19	to $19\frac{1}{5}$ "
Fair	$19\frac{7}{8}$	"

Accurately reduced from the Dutch standard of currency.

A communication has been recently addressed by Mr. Gilbert J. French, of Boston, in this country, to a few gentlemen occupying a prominent position in the cotton manufacture, and to the members of the Society of Arts who visited Manchester last week. The document, which is one of great importance at the present juncture, contains the results of an investigation in which Mr. French has been for some time engaged. He commences his observations by demonstrating that spiral twisting is a condition inherent in the fibres of ripe cotton, but does not appertain to those which have been gathered unripe. He then suggests that yarn might be spun from cotton gathered when protected by the covering pod, and before exposure to the sun's rays. He considers that in the cotton fibre in the open pod the twist follows the course of the sun, an hypothesis which he appears to have verified by careful observation. Cotton is invariably spun into yarn without reference to the original and natural parallelism of its fibre, a practice which destroys the natural lustre which the fibre possesses in its undisturbed state, a lustre which is probably dependent upon the atomic arrangement of the fibre. Mr. French argues from analogy that a permanent lustre may be given to threads and fabrics of cotton by retaining the parallel position of the fibres which nature has established in the seed pod. This appears to be the gist of the communication, and Mr. French submits it for further examination and experiment. He answers the objections which may be urged to the successful execution of the plan he suggests, and remarks that it is for certain purposes only, such as warps of all kinds, sewing thread, lace, shirting, &c., that the proposed change would be at all useful.

SEPTEMBER 4, 1857.

In confirmation of my previous despatches, that the trade in cotton, and especially in cotton manufactured goods, would receive a favorable stimulus by the act of working "short time" in the English mills, I beg to enclose the official returns of the Board of Trade, accompanying this despatch.

It will be seen that, even at the high price for cotton, and the disturbed condition of trade in Persia, China, and India, the exportation of the United Kingdom is greatly in excess of any previous term of any prior year. Referring, in this connexion, to the excited state of the Liverpool market, it is to be remarked that the fear of disturbances in the Bombay district in India, and the prospect of peace with China, conspire to give additional value to American

cotton ; for it is an important fact, and which I find overlooked even in Manchester, that the sudden increase in export of Surat cotton from India is no evidence at all of increase in production there, but is owing mainly to the war with China, which, obstructing the usual importation from India, has thrown some on the Bombay market as a surplus. That surplus has, of course, sought Europe, and been erroneously attributed to the effect of high prices.

The restoration of amicable relations between England and China will, of course, restore the usual China demand for India cotton, while the danger of revolt in Madras and Bombay will diminish the cotton product. The inevitable consequence will be, in any event, a falling off to the European markets of raw cotton from the east. It is a question of existence, therefore, with the spinners to supply themselves, and they are consequently ready to pay any price. It may be asked if the India disturbances will not affect the market for cotton goods in the future? Not at all. In my opinion they will increase the demand. It was shown by Mr. Bright's committee in 1848 that India raised quite as much cotton as America, but that it was all taken up by the native weavers and manufacturers to supply the wants of the looms of India, which are very extensive, and not only turn out cheap cotton cloths for common wear, but also produce fabrics of taste and elegance which the looms of Europe have never equalled. Now, the wide-spread disorders throughout India will not only annihilate cotton-growing pursuits, but will, as a consequence, disturb all industrial pursuits. India thus becomes a greater market for cotton goods, because those goods are prime necessities, and must be supplied. Hence, the most enterprising and far-seeing manufacturers in Manchester anticipate an extraordinary demand for their fabrics, to supply a large home market in India, which has heretofore, to an enormous extent, supplied itself.

I feel perfectly satisfied in reporting that an American crop of 3,400,000 bales would command nominally the present prices.

LEITH.

Exports from Leith to the United States.

<i>During the quarter ending December 31, 1856.</i>		<i>During the quarter ending March 31, 1857.</i>	
Articles.	Value.	Articles.	Value.
	£ s. d.		£ s. d.
Linens	27,257 7 6	Linens	34,428 2 2
Ale	4,289 16 7	Alc	7,429 16 9
Brandy	120 19 9		
Spirits	104 1 6		
Books	88 15 4		
Inks	59 18 4		
	31,920 19 2		41,857 18 11
£31,920 19s 2d. at \$5 per pound equal to.	\$159,604 79	United States currency	\$209,289 72

JUNE 30, 1857.

During the last three months, linen goods and ale, to the amount of £20,589 0s. 4d. sterling, have been shipped to the United States from this district, chiefly through the ports of Liverpool and Glasgow, showing a decrease of £14,884 0s. 1d. with the corresponding period of last year, viz : £35,473 4s. 1d. This great falling off in the trade has been caused by the new tariff act of March 3, 1857, reducing the duties on linen goods and ale. The manufacturers and merchants here, thinking it their interest to export as sparingly as possible until after the first of July, when this new act will go into operation.

No American vessels have arrived at or departed from this port during the last three months.

CORK.

JANUARY 31, 1857.

This being almost exclusively a port of call for orders, repairs, supplies, and for refuge for our vessels when in distress, I feel I cannot, from its peculiar circumstances, make but an imperfect "return," or give but an indefinite idea of its importance to us in a commercial point of view.

Should the transatlantic telegraphic project succeed, it will, it is confidently believed, bring almost *all* our vessels bound for the United Kingdom, and most of those for continental Europe, in here for orders, giving a prodigious impetus to trade, and rendering this a port of still more vital utility to our commercial community.

Some twenty-five to thirty of our vessels have, in the year just expired, undergone repairs here, at an expense approximating to \$250,000 ; in the same period upwards of sixty vessels have been repaired by one firm alone.

The dry dock accommodation is pretty good, and is being still further extended.

Ship building, or more particularly ship repairing, is a principal branch of business here.

I am not aware of any further commercial statistics or changes in connexion with my present writing which I should report. No information can be obtained from the customs authorities here without considerable payment therefor.

GALWAY.

DECEMBER 31, 1856.

There have been no arrivals or departures of American vessels at or from this port during the quarter now ended. Of other foreign vessels none, excepting two Norwegian barques, with wheat from the Black Sea ; and those under the British flag have consisted only of colliers and coasters and three vessels with timber from the British Provinces. No steamer plies from this to any port in the kingdom.

The trade of this port has been gradually declining for many years. The export of marble, always inconsiderable in value and amount, has almost ceased. For emigration to America, this port would seem to be the natural outlet and most direct route ; but ill treatment and high charges have driven the great body of emigrants to Liverpool and Belfast, and therefore there are no return freights, and no encouragement for vessels to enter this port.

The imports for the supply of the town and country, which formerly came by sea, are now,

with the exception of timber and coal, introduced through the port of Dublin by the Midland Great Western Railroad which traverses the whole breadth of the island. To these causes of decline it may be also added that the race here is pretty much worn out; there is wanting an infusion of new blood, of that spirit of enterprise and union which has elevated Cork and Belfast to the first rank amongst the ports of the kingdom.

Hopes are entertained that here will commence the great submarine cable which is to be laid down next summer across the Atlantic to Newfoundland. If this great undertaking is successfully carried out from this port, not only will its decline be checked, but it will make Galway the great point of attraction to the whole commercial world, and ultimately lead to the establishment of a packet station for more rapid and frequent communication with the American continent.

But this, I fear, is expecting too much. Valentia bay, from certain advantage of position and powerful influence in that quarter, will, in all probability, be the point where the two continents are to be united by the electric chain.

HONG KONG.

FEBRUARY 14, 1857.

In relation to the productions of the Island of Formosa, I now have the pleasure to inclose a statement of its exports and the prices of each article, the value of the whole, and remarks made upon each article of export, by a gentleman who has been largely engaged in the trade. Besides this amount, large quantities have been exported by junks and coasting lorchas of which we have no account. Any quantity of camphor wood can be obtained; pigs, poultry, and cattle are to be had in plenty, and coal is abundant. Quicksilver in quantities and the best of copper ore are here to be found. Captain Crosby, in a small American schooner, the "Louisiana," commenced trading there in 1854, since which time, though the mandarins discourage the trade, it has been rapidly increasing. The island is but thinly settled, and the aborigines and Chinese there are continually at war; and as it is divided into small districts and villages, that are continually sending marauding parties upon one another, it could be taken and held by a force of five hundred men.

A gentleman who lately visited the island wrote me as follows: "Bunglie, one of our attendants, told me that a large vessel had been lost the year before last (1855) at King Kie; that he supposed it was an American vessel; that it had been destroyed by the natives, and the crew murdered and shot. 'Banching,' the native chief, had her telescope. I left the schooner to go to the next port, overland, and visit Banching and endeavor to get a look at the telescope; but just as we landed there was a melee between Banching and the Bunglie men, the former having made a foray upon the district of the latter. This rendered it impossible to travel, and I returned to the schooner." The American ship "Elvira Harbeck" left San Francisco for Manilla, in April or May, 1855, and has not been heard of since. She carried the captain and his wife and family and a Mr. Saunders. Her burden was 800 tons.

The American ship "Highflyer," a large vessel, left San Francisco in October, 1855, for Hong Kong. She carried Captain Marshall and his wife, and a Mrs. Compton and two children, and three hundred Chinese passengers. She has not since been heard of. It is probable that one or the other of these vessels was the ship alluded to, as no other large American vessel was lost on this coast in 1855 that has not been accounted for.

The American ship "Golden Racer," Captain Wilson, was lost in the river Min, near Choofoo, on the 19th of January; ship and cargo a total loss; the crew were saved, and five of them lately reached this port.

Owing to the foreign vessels being driven from Canton and Whampoa, there is a great amount of tonnage in this port; but as the Chinese hold possession of the river and have interdicted trade, very little business of any kind is now being done.

CALCUTTA.

PORT RULES OF CALCUTTA.

No. 401.

Orders by the Lieutenant Governor of Bengal.

Notification.—The 1st of July, 1856.—With the sanction of the governor general of India, in council, it is hereby declared that the port of Calcutta and the navigable river and channels leading to that port are subject to act No. 22, of 1855.

The limits of the said port of Calcutta are as follows:

To the north, a line drawn across the river Hooghly from the boundary pillar on the north side of Hautkollah Ghaut to the boundary pillar on the north side of Sulkea Ghaut.

To the south, a line drawn from the boundary pillar at the southwest corner of the house on the river bank, usually occupied by the superintendent of the botanical gardens, and known as Garden House, to the boundary pillar at the southwest corner of the public Ghaut, opposite.

So much of Tolly's Mullah as lies to the west of a line drawn across the Mullah, between the two boundary pillars, three hundred yards within Hasting's bridge.

The limits of the said port include, to the east and west, so much of the river Hooghly and of the shores thereof, and so much of Tolly's Mullah and the shores thereof, as are within fifty yards of high-water mark, spring tides. The limits of the navigable river and channels leading to the said port of Calcutta, made subject to the said act, are as follows:

To the north, the port of Calcutta, as above defined.

To the south, a line drawn east and west from the lower floating light.

All parts of the navigable channels, called the Eastern and the Western channels, and of the river Hooghly between the said limits, and below high-water line at spring tides, are subject to the said act.

Port Rules.—With the sanction of the governor general of India, in counsel, the following port rules have been made, and are hereby promulgated for general information and guidance:

RULE 1. No vessel, if above 200 tons, shall enter within the limits of the port of Calcutta, or move from one place to another, within the port, between sunset and sunrise, without the special permission of the master attendant.

RULE 2. All vessels within the port of Calcutta shall be bound to take up such berth as may be appointed for them by the master attendant, the harbor master, or their assistants, and shall change their berths or remove when required by such authority.

RULE 3. All vessels above Fort Point shall keep their jib and driver booms rigged in; and all vessels within the port of Calcutta shall, on the requisition of the master attendant or the harbor master, rig in their jib and driver booms, and shall strike their yards and masts if required so to do by either of those officers.

RULE 4. Every ship or vessel within the port of Calcutta shall remove any anchor, or spar, or other substance projecting from her side, when required to do so by the master attendant or the harbor master.

RULE 5. Vessels taking in or discharging ballast or any particular kind of cargo, within the port of Calcutta, shall be bound to take up such berth as the master attendant or the harbor master may direct.

RULE 6. A free channel of two hundred and forty yards width is to be kept for ships moving up or down the river within the port, and also free passages to piers, jetties, landing places, wharves, quays, docks, and moorings; and all vessels shall be bound to move, when required, to clear such channels or passages.

RULE 7. All vessels within the port of Calcutta shall anchor, moor, and unmoor when and where required by the master attendant and the harbor master.

RULE 8. All vessels within the port of Calcutta shall be moored or warped from place to place, as required by the master attendant or harbor master; and no vessel shall cast off of a wharf that has been made fast to her to assist a vessel in mooring, without being required so to do by the pilot or officer in charge of the vessel mooring.

RULE 9. No vessel shall use any of the government chain moorings, whether fixed or swinging, without the permission of the master attendant or the harbor master.

RULE 10. All vessels occupying government mooring, fixed or swinging, shall be liable to pay for the same according to the following scale, but no more :

For fixed moorings :

	From 1st November to 30th May, being seven months; per diem, rupees.	From 1st June to 31st October, being five months; per diem, rupees.
All vessels up to 199 tons.....	1	3
All vessels from 200 to 299.....	2	4
Ditto.....300 to 399.....	3	5
Ditto.....400 to 499.....	4	6
Ditto.....500 to 599.....	5	7
Ditto.....600 to 999.....	6	8
Ditto.....1,000 and upwards.....	8	10
Swinging moorings.....	3	4

RULE 11. No vessels within the limits of the port of Calcutta shall boil any pitch or dammer on board, or shall draw off spirits by candle or other artificial lights.

RULE 12. All vessels within the limits of the channels leading to the port of Calcutta shall, when at anchor between sunset and sunrise, have a good light hoisted at the starboard foreyard arm; and all vessels under weigh at night shall show a good light at the foreroyal or upper foremast head; and when under weigh in tow of a steamer shall, in addition to the masthead light, show a good light at each foreyard arm, the steamer showing the usual light prescribed by the Admiralty regulations.

The provisions of sections 12, 28, 37, and 40 of the said act, No. 22, of 1855, are hereby specially extended to the port of Calcutta.

Act No. 22, of 1855.

SECTION 28. In every such port to which the provisions of this section shall be specially extended by an order of the local government, every vessel exceeding the burden of 200 tons shall be provided with a proper force-pump, hose, and appurtenances, for the purpose of extinguishing any fire that may occur on board ; and the master of every such vessel who, after having been required by the conservator to comply with such provision, shall, without lawful excuses, neglect or refuse so to do for the space of seven days after such requisition, shall be liable to a penalty not exceeding five hundred rupees.

Fort William, Mar. Supdts. office, the 24th September, 1856.

No. 2946.—*From ———, the officiating master attendant, to ———, the secretary to the Chamber of Commerce.*

MASTER ATTENDANT'S OFFICE, *November 5, 1856.*

SIR : I have the honor to submit for the consideration of the Chamber of Commerce some suggestions, the result of my experience of the disasters caused to the shipping in this port by the violence of the spring tides and the freshes of the season which has just passed away.

2d. It cannot be denied that the want of a sufficient number of moorings for ships has greatly increased the number of the accidents referred to ; but if the ships had been properly prepared to encounter the risks they must incur in this river, much less damage would, I think, have been sustained than has actually been incurred. The principle defects in regard to the means of securing ships in the river which I have noticed are : first, that the anchors and cables of most of the ships are not of the weight and strength required to resist the fierce tides ; secondly, that the hawse pipes are neither sufficient in number, solidity, nor strength of fastenings ; thirdly, that the windlasses are also of insufficient strength, frequently breaking or capsizing. I suggest that the anchors of ships coming to this port, any time between March and November, should be one-third heavier than they now are, with chains in proportion ; that instead of one hawse pipe there should be two on each side the stem, and of great solidity and well bolted down ; and that, for better security, there should be a stern-pipe, on each side large enough to reeve through it a bower chain. With regard to the windlass the officiating first assistant master attendant, whose great professional skill and experience are well known to the agents, owners, and commanders of ships resorting to this port, thus expresses himself :

“It would scarcely be possible to make a windlass strong enough to resist the wrenching strain vessels of above 500 tons are exposed to during the strong tides of the early part of the southwest monsoon, nor the violence of the freshes during the rainy season. Of this fact there cannot be any question, as the numerous instances of vessels putting back with loss of windlass sufficiently prove. This is a matter which merits the serious consideration of ship owners sending their vessels to this port during the periods mentioned. I am disposed to think vessels above 500 tons, fitted with riding bitts and capstans, would be much less liable to accident, and equally manageable, particularly since the increased length of vessels affords complete space on their quarter decks for a good sweep of the capstan bars. The removal, moreover, of the clumsy, lumbering windlass would improve the seaman's quarters, making their accommodation somewhat more comfortable ; but this is, of course, a secondary consideration.”

3d. In these views of Captain Hill's I entirely concur, except that I trust the comfort of crews will not be deemed a secondary consideration. As to the mechanical improvement of the substitution of a capstan for a windlass, the superiority of the leverage of the former, whenever there is room for sufficient sweep of the bars, is so obvious that it is matter of surprise to me that so many large ships should still be fitted with the clumsy windlass.

4th. It appears to me that if the ship owners were duly impressed with the importance of providing ships coming to this port with the improved means of security above recommended, they would be disposed to attend to the suggestions thus submitted to the consideration of the Chamber of Commerce, and especially if they were supported by the powerful recommendation of that influential body, in whose hands I now leave the matter.

I have the honor to be, sir, your most obedient servant,

JAMES SUTHERLAND,
Officiating Master Attendant.

CALCUTTA, November 17, 1856.

The above letter is published, by order of the committee of the Bengal Chamber of Commerce, for general information.

H. W. J. WOOD, *Secretary.*

POINT DE GALLE.

DECEMBER 31, 1856.

Since June 30, 1856, there has been no American vessel here except the ship "Ariadne," anchored on the roads for a few hours, on her way to Baypore.

AKYAB.

APRIL 14, 1857.

The trade of Aracan is under the same general regulations as that of Calcutta. Fire arms and munitions of war being the only interdicted articles of commerce. It consists in the export of rice almost exclusively; there is also an inconsiderable quantity of deer and buffalo horns, hides, and cutch, generally secured by the coasting trade. The export from hence of 200,000 tons of rice during the season 1844-'45, and of little short of 300,000 tons in 1855-'56, shows the great and growing importance of this trade. Three-quarters of this quantity is grown in the vicinity of Akyab, the creeks and rivers communicating with the harbor affording every facility for the conveyance of produce. By the last official return of the population the district of Akyab is rated at 215,000, though when annexed by the British that of the whole province was estimated at only 100,000. The increase of the revenue of the export trade, as also of the population, has been as satisfactory as it is remarkable. Vast tracts of land are still uncultivated; but, with remunerative prices, there is every prospect of a speedy extension.

The climate of the province, as may be inferred from the product, is exceedingly damp for a great part of the year; during the wet season the average fall of rain is 240 inches—this almost wholly during the months of June, July, August, and September.

The first rice shipped from Aracan was in 1845. After having been cleaned in Calcutta, it was sent to Liverpool as "East India Carolina." It sold well and obtained a good name in the English market. The success of this and following shipments led to the opening of the trade

in 1848, since which it has progressed rapidly. There is an export duty of half an anna per maund of 82 pounds. The port charges two and a half ounces per ton of the ship's register. The currency of Aracan is company rupees exclusively; dollars were formerly exchanged at the government treasury, but are no longer negociable. Specie for the purchase of cargoes is brought from Calcutta by steamers in communication with this port.

The imports are inconsiderable; the natives themselves manufacture a colored cloth, which is usually worn.

MELBOURNE.

OCTOBER 15, 1857.

I have the honor to inclose to the department my returns of the American vessels arrived and cleared at this port up to September 30, 1857.

The gold fields continue to yield abundantly; in fact, the reports from every one of them are highly satisfactory. The miners, as they become practically acquainted with gold operations, have the evidence forced on them of the economy of employing powerful machinery, and more especially in wet leads and on the quartz reefs. Deep sinking and quartz mining will in time succeed the more primitive forms of sinking.

Immigration still continues on the increase, and since the first of January we have added to our population about 35,000, and the "cry is still they come."

Business has generally been quiet, yet in a healthy state.

The political affairs of the colony have not altered since my last despatch. Parliament had been in session nearly twelve months.

The land bill, which is the great question of this colony, and of vital importance, passed the lower house, that is, the legislative assembly, but it was opposed by all the miners and nine-tenths of the people, and was defeated in the upper house by a very large majority, and so we are as we were. This question is the great bone of contention. The large majority of the people demand the American system. What may be the ultimate result of this important question I cannot say. It will not come up again this session.

SIDNEY, N. S. W.

APRIL 30, 1857.

I feel no hesitation in expressing my opinion that most of the difficulties which American ships engaged in the foreign trade of the country now experience (difficulties which are increasing annually) are to be attributed to our laws regulating the shipment and discharge of seamen in connexion with the system of granting protections.

The law requiring two-thirds American seamen is constantly and systematically broken by protections being openly bought and sold to persons who are neither native born nor naturalized citizens of the United States, by owners, masters, agents, and seamen conjointly, and consequently, so far as these classes are concerned, the tendency is to lessen their respect for all law, which is of itself a great evil. Multitudes of foreigners, after having served their own purposes in obtaining a passage to where they desire to go, and all the time earning wages, (I might with truth say a majority of the crews of American ships visiting this port,) take advantage of these laws to extract money from American ship owners, under the pretence of cruel treatment on

board ship, to which an entire crew may easily be induced to swear for one another, or under pretence of sickness, or even from actual sickness, arising from diseases contracted long before they ever saw our country, to which they will never again return after having been cured at its expense, an expense which entails additional taxation upon our farmers, mechanics, laborers, and all other classes of the community. I have often had American protections presented to me describing persons no more resembling the men presenting them than a black man resembles a white.

I feel convinced that the true interest of our commerce would be promoted by the repeal of the laws granting protections to seamen, and requiring two-thirds American seamen to navigate our ships, and by substituting in their stead the principle of free trade in all its integrity; I cannot see the equity of withholding from one class of our citizens privileges which are in themselves the natural right of every man, and which are fully conceded to all other classes, viz: the privilege of employing whomsoever they please, and of cancelling agreements by the mutual consent of the parties to the agreement. It is also against the general policy of our government to prevent free egress and ingress from and to the country, whether of citizens or foreigners, to such place and for such purposes as they may deem fit, and which is practically by the law requiring the return of seamen to the United States. I would allow all ships to take whoever might offer upon such terms as might mutually be agreed upon, and to give discharges where and when it might be reciprocally arranged, making it the duty of our collectors, or, what would be better, of government shipping masters, to see that the terms of the agreements were properly authenticated; and of our consuls or others, as the case might require, to see that they were faithfully complied with. While under our flag, the interest and the welfare of seamen should be carefully guarded and protected. I am persuaded that such a policy would rather be attractive than repulsive to seamen, and that it would save a vast amount in money, and more in credit, to our commercial marine.

I am aware that the question "How shall our commercial navy be supplied?" is one of great and constantly increasing importance, and it has occurred to me that something might be done towards meeting the difficulty which is now so generally felt in connexion with this question by establishing nautical schools at the various ports along the seaboard of our country, into which such boys as are at present sent to schools of industry and other charitable and reformatory institutions, together with such other children as might be voluntarily placed by their parents or guardians under the charge of the government, should be received and taught, at the charge of the nation, the elements of a sound education, together with all the branches of practical seamanship, and also the practice of gunnery and naval tactics, to render them useful to the country in the event of war; and where might also be laid the foundation of moral and respectable character before being exposed to the temptations which ordinarily surround boys who are apprenticed to the sea. In connexion with every such school it would be necessary to have a ship in which the pupils could make longer or shorter cruises, and thus by practice become acquainted from childhood with the arts of seamanship and naval tactics, while at the same time it would tend to make the schools popular as well as useful. Indeed, there could be no good reason why the pupils should not live on board ship, as they would do if apprenticed at sea. It is desirable that such pupils should not be discharged or apprenticed under sixteen years of age, as otherwise their general education would not, in the majority of instances, be of much service to them in the country, nor would their characters and principles have become established; indeed, it would be better if they were retained

until eighteen years old, and it might also be wise to establish schools of a higher grade, where a superior education could be obtained, as a reward of merit and talent.

To be of any important service to the country, this plan would no doubt require a very large outlay of money, and it would require that schools should be established in every port from Maine to Florida, into which the pupils should be gathered by thousands. But should the scheme be deemed practicable, I cannot but think that the money would be well expended. We should then have such a body of seamen as the world has never yet seen—men with all the daring, hardihood, and enterprise which are characteristic of the present race of seamen, but under the guidance of an intelligence which would be capable of discerning and seizing upon every favorable opening for our commerce, and which, while adding rapidly to the material wealth of the country, would also bring into it vast stores of knowledge to give it pre-eminence in everything which contributes to the permanent distinction of races and natures. The self-respect which would animate such a body of seamen would insure their reputable conduct, and would at once elevate them altogether above the class upon which we are now dependent. In the first instance, they would be sought to fill the situations of masters and officers of ships, but many years would not elapse before they would become numerous enough to constitute a considerable portion of the crews, and they would then claim and obtain a larger proportion of the earnings of ships, either in the shape of shares or wages, while at the same time they would so much add to their earnings as to contribute to the mutual advantage of themselves and their owners, and consequently to the advantage of the country at large in all its varied interests. They would be Americans in the best sense of the term, and would no more require the fostering care of the government than the generality of its citizens who go abroad now do.

MALTA.

JULY 26, 1857.

In my official note of February 20, 1857, I made some remarks respecting the great importance of the tobacco trade at this island, and added that there were very few ports abroad where a larger quantity was disposed of. Desirous of giving the department some statistical returns of the quantity of tobacco, of the growth of the United States, which had been imported into Malta from the 1st of January, 1856, to the 1st of July, 1857, I wrote to the Hon. Mr. Bozavid, the collector of customs, asking for this information. My request, although it entailed a good deal of trouble, for, as Mr. Bozavid justly remarks, "it required the overhauling of thousands of manifests," (a remark which clearly shows the importance of the commercial transactions of the island,) was kindly granted. From this report, the original of which I do myself the honor to forward, I am enabled to draw the following results :

Firstly. That the number of hogsheads of tobacco of American growth imported here during the last eighteen months amounted to 2,033, and from the following named ports, viz : Boston, 718 hogsheads ; Liverpool, 510 hogsheads ; New York, 500 hogsheads ; New Orleans, 100 hogsheads ; Marseilles, 66 hogsheads ; London, 56 hogsheads ; Gibraltar, 42 hogsheads ; Constantinople, 25 hogsheads ; Rotterdam, 16 hogsheads ; total, 2,033 hogsheads.

Secondly. Large as is this quantity of leaf tobacco, and great as is the amount of its value, still I would add to it a return from the same source of the quantity of this staple production which has reached this island in the same period of time, in a manufactured state, which is as follows : from Boston, 2,555 cases of Cavendish tobacco ; from New York, 1,426 cases of

Cavendish tobacco ; total, 3,981 cases of Cavendish tobacco ; and to these 3,981 cases there may be added 50 which arrived from Liverpool, making, in all, 4,031 cases. From this official report, I trust, it will be seen how very important our tobacco trade is with Malta, and that I am perfectly justified in saying that there are very few ports abroad where a larger quantity is disposed of. In a previous note I informed you that this staple is smuggled in Sicily, Italy, and Barbary, while more than 1,500 persons are at all times employed in making cigars, which are exported to all the Greek islands, and to every port of importance on the eastern shore of the Mediterranean sea. I regret I am unable to give you the actual value of the tobacco which has been imported into Malta during the last eighteen months ; but the merchants decline to give it, on the plea that it might interfere with their commercial transactions. It is doubtless a right conclusion, so far as their interests alone are concerned, but not so in a general sense, for articles of commercial importance should be by consuls made generally known, and information given which foreign merchants, for their own ends, too often wish to conceal. There are some exceptions. Having written thus at length of tobacco, I would add, before closing this communication, that there are many other articles of value imported from the different ports of the United States, viz : rum, spirit manufactured, pepper, flour, logwood, pitch, rosin, turpentine, pimento, coffee, sugar, cloves, bales of manufactures, furniture, provisions, and codfish.

The articles of export from this place to the United States consist of wool, (which is continually arriving here from the different ports of Barbary, and is shipped in large quantities to the United States,) olive oil, sulphur, seeds of different kinds, ivory, salt, rags, donkeys of the largest and most valuable race in the Mediterranean, goat skins, stoneware, hemp, soap, and sponges.

JULY 30, 1857.

During the last six months of 1855 the number of arrivals was 38, and thus classified : ships, 22 ; barques, 13 ; brigs, 2 ; steamer, 1. During the year 1856 the number of arrivals was 112, and thus classified : ships, 61 ; barques, 40 ; brigs, 7 ; steamers, 4 ; making the whole number of arrivals in eighteen months 150, and most of these vessels were the very largest size and greatest value of any in our whole mercantile marine.

In the first year of the Crimean war the number of arrivals was 135, and classified as follows, in 1855 : ships, 88 ; barques, 36 ; brigs, 5 ; steamers, 5 ; frigate, 1. In the second year, 1856, the number of arrivals was 112, and thus classified : ships, 61 ; barques, 40 ; brigs, 7 ; steamers 4 ; making a total number of arrivals in 1855 and 1856 of ships, 149 ; barques, 76 ; brigs, 12 ; steamers, 9 ; frigate, 1 ; total number, 247. The number of tons embraced in these arrivals was nearly or quite 200,000, and the amount of property invested in them was several millions of dollars.

CAPE TOWN.

JUNE 30, 1857.

I inclose a statement of navigation and commerce for the above ports, which shows the great increase of trade between this colony and the United States, and leaves a balance of trade, including the two ports, in favor of the colony, of over \$100,000. The trade between this colony

and the United States has been increasing gradually for some years, but the year ending June 30 will more than double any two former years.

Wool is becoming the chief article of colonial export, and the adaptation of the country to sheep-growing will in a few years make it one of the largest producers of this article.

PORT LOUIS, MAURITIUS.

NOVEMBER 10, 1856.

During the quarter ending September 30, 1856, no changes have taken place in the tariff regulations, and no local ordinances have been passed of any interest to foreign commerce.

The busy season in Mauritius commences in the latter part of the month of July. Most of the estates commence grinding at that time, and the produce market opens toward the middle or last of August. Up to the 31st October, the exportation of the new crop amounts to 41,188,694 lbs., of which 16,250,462 lbs. were exported to Great Britain, 16,594,086 lbs. to France, 842,782 lbs. to the Cape of Good Hope, and 7,501,364 lbs. to Australia. The produce of the present crop is estimated at 231,000,000 lbs., and there is little doubt that, with increased immigration, this colony will go on increasing progressively in the manufacture of sugar.

Prices for the article have ruled high, in consequence of an active demand for the French market. I may quote actual rates as follows :

	Per cwt.
Vacuum, pure.....	\$625 to \$675
Fine yellow.....	620 to 630
Middling to good.....	580 to 600
Good to fine grey.....	610 to 630
Low to middling.....	525 to 585

I will endeavor, by the first opportunity, to send the department a sample of each of the qualities named, that an idea may be formed of its quality, compared with other sugars. The crop next year bids fair to be a very large one. Much new land has been broken up, canes planted, and the old lands have been highly manured. An increase of 3,000 immigrants for the following year has been asked of the governor by the planters, improved machinery has been ordered from England and France, and a great effort is being made to increase the crops. As nearly as can be calculated, about 15,000 tons of guano has been imported and used during the past year. This is brought mostly from Ichaboe, and is an article of trade which is becoming every year more and more important. Considerable is brought from the coast of Peru. I can quote the price as follows : Peruvian guano, \$55 per ton ; Ichaboe, \$40 to 45 per ton.

The importation of horses and mules is constantly going on. These come from the Cape of Good Hope, from Montevideo, and from France. Great quantities of bullocks and sheep are imported from Madagascar principally ; without this supply from that island, this island would be nearly destitute of animal food. A few years since, when the ports of Madagascar were closed against Mauritius trade, fresh meat was very scarce at from 62½ to 75 cents per lb., the supply being obtained from the Cape of Good Hope.

The constant arrival of Indian laborers here is the only hope of the sugar planter. These Indians are procured at Calcutta or Machas, under the regulation of an officer appointed by government for the purpose, by "Sindars," or Indians, who have been at Mauritius for a term

of years, and who have been sent to India by planters to engage them. They are shipped at government expense, and, on their arrival here, they come under the care of the "Protector of Immigrants," who ratifies engagements for a term of years between the planters and the Indians. The planter pays the fees for the engagement. No Indian can be engaged without being brought before a stipendiary magistrate to have his papers examined and engagement legalized until he has been in the island five years, when he has an "old immigrant's" papers given him, and he can then make his own engagements. The laws are very stringent, and operate in favor of the Indian in almost every case.

During the year 1855 the amount expended by the Mauritian government for Indian immigration was £69,441 sterling. I will, if *possible*, forward with this a paper containing the number of immigrants which have arrived during the present year.

This island, though small, has a considerable revenue, derived from various sources. The total revenue during the year 1855, including tax, fine, &c., was £348,452 sterling. Total expenditure for the same year was £317,839 sterling, leaving a surplus of £30,613 sterling.

Comparative statement of the shipment of sugar from Mauritius to the different places to October 31st of each year.

	Crop 1854-'55.	Crop 1855-'56.	Crop 1856-'57.
TO UNITED KINGDOM.	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
London	16, 175, 047	7, 387, 602	7, 164, 384
Liverpool.....	3, 155, 781	1, 277, 090	747, 233
Plymouth			
Falmouth		464, 642	1, 533, 378
Bristol			
Clyde	1, 904, 681	6, 249, 188	1, 597, 052
Leith			
Cork, for orders	842, 392	16, 027, 286	5, 208, 415
Belfast			
	22, 077, 901	31, 405, 808	16, 250, 462
FRANCE.			
Havre			944, 783
Marseilles		882, 184	1, 118, 261
Bordeaux		1, 215, 302	1, 967, 647
Nantes		1, 165, 336	12, 563, 395
		3, 262, 822	16, 594, 086
Cape of Good Hope.....	1, 283, 456	890, 875	842, 782

COMPARATIVE STATEMENT—Continued.

	Crop 1854-'55.	Crop 1855-'56.	Crop 1856-'57.
AUSTRALIAN COLONIES.	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Port Adelaide.....		260,861	514,157
Hobart Town.....	596,316	853,166	1,808,795
Lauceston.....			
Sidney.....	2,162,584	312,007	532,304
Melbourne.....	1,937,685	3,311,230	3,754,796
Swan River.....			
King George's Sound.....			471,301
	4,696,585	4,737,264	7,081,353
Other places.....		86,898	

	<i>Pounds.</i>
Total shipped to 31st October, 1854.....	28,057,942
Total shipped to 31st October, 1855.....	40,383,667
Total shipped to 31st October, 1856.....	41,188,694

SUGAR IN THE ISLAND OF MAURITIUS.

Comparative tabular statement showing the quantities and value of sugar exported from Mauritius to all countries each year during a period of thirteen years, commencing with 1843 and ending with 1855, made up from official publications.

Years.	Quantities.	Estimated value.	Years.	Quantities.	Estimated value.
	<i>Pounds.</i>			<i>Pounds.</i>	
1843	55,125,758	\$3,984,590 00	1850	110,937,388	\$4,836,870 00
1844	74,542,693	4,524,740 00	1851	133,329,092	6,013,140 00
1845	87,034,312	5,587,500 00	1852	141,639,662	5,453,125 00
1846	122,494,822	6,639,215 00	1853	184,024,447	7,702,525 00
1847	114,525,743	5,989,695 00	1854	170,622,707	6,569,000 00
1848	110,989,017	4,150,985 00	1855	253,892,673	8,887,140 00
1849	126,678,577	5,067,140 00			

Vessels entered inward at Port Louis in the year 1856.

	WITH CARGOES.				IN BALLAST.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Great Britain	50	22,250	.....	.....	.....	.....	.....	.....
Jersey	1	156	.....	.....	.....	.....	.....	.....
Gibraltar .....	.....	.....	.....	.....	7	2,200	.....	.....
Malta .....	.....	.....	.....	.....	3	1,227	.....	.....
France	3	880	54	21,148	.....	.....	4	1,700
Italy, Sardinian States .....	.....	.....	.....	.....	2	939	.....	.....
Spain	1	436	.....	.....	3	1,169	.....	.....
Sweden .....	.....	.....	1	172	.....	.....	.....	.....
Belgium .....	.....	.....	.....	.....	.....	.....	1	332
Cape of Good Hope	41	9,366	2	638	.....	.....	.....	.....
Agalega	2	297	.....	.....	.....	.....	.....	.....
Natal	7	842	.....	.....	.....	.....	.....	.....
Diego Garcia	1	98	.....	.....	.....	.....	.....	.....
Seychellies	7	546	.....	.....	.....	.....	.....	.....
St. Brandon	2	107	.....	.....	.....	.....	.....	.....
Ascension	3	226	.....	.....	.....	.....	.....	.....
Madagascar	63	12,365	5	946	.....	.....	1	19
Reunion Island	2	224	29	5,854	1	365	13	4,180
Masuah	1	177	.....	.....	.....	.....	.....	.....
Madeira .....	.....	.....	.....	.....	1	378	.....	.....
Johanna .....	.....	.....	1	721	.....	.....	.....	.....
Bombay	11	7,339	4	1,540	.....	.....	.....	.....
Madras	8	3,907	.....	.....	6	3,353	.....	.....
Calcutta	73	51,057	44	18,090	.....	.....	.....	.....
Cochin	7	726	1	661	.....	.....	.....	.....
Kurachee	2	389	.....	.....	.....	.....	.....	.....
Coringa	1	185	6	2,174	.....	.....	.....	.....
Tranquebar	1	147	.....	.....	.....	.....	.....	.....
Bassein .....	.....	.....	1	451	.....	.....	.....	.....
Ganjam .....	.....	.....	1	515	.....	.....	.....	.....
Moulmein	1	307	2	603	.....	.....	.....	.....
Aden .....	.....	.....	2	843	.....	.....	.....	.....
Bimbelipatam .....	.....	.....	1	235	.....	.....	.....	.....
New South Wales	7	2,114	1	225	.....	.....	.....	.....
South Australia	7	1,044	.....	.....	2	285	.....	.....
Van Dieman's Land	0	2,073	.....	.....	4	1,349	.....	.....
Victoria	26	6,878	4	1,041	4	550	.....	.....
Western Australia	2	483	.....	.....	.....	.....	.....	.....
New Zealand .....	.....	.....	1	280	.....	.....	.....	.....
Ceylon	13	1,925	.....	.....	.....	.....	.....	.....
Penang	2	816	.....	.....	.....	.....	.....	.....
Singapore	6	1,585	6	1,710	.....	.....	.....	.....
Muscat	4	738	5	1,066	.....	.....	1	132
Pondicherry	4	1,097	6	1,687	.....	.....	.....	.....
Bally	1	137	.....	.....	.....	.....	.....	.....
Bussirah	2	436	.....	.....	.....	.....	.....	.....
Java .....	.....	.....	2	1,302	.....	.....	1	132
Philippine Islands	1	1,057	.....	.....	.....	.....	.....	.....
Rangoon .....	.....	.....	3	1,868	.....	.....	.....	.....
Brazil	1	372	.....	.....	11	3,582	1	234
Buenos Ayres	4	1,425	5	1,568	2	440	.....	.....
Montevideo	2	1,615	13	6,026	.....	.....	1	460
Peru	2	1,282	3	2,156	.....	.....	.....	.....
St. Pierre, Newfoundland .....	.....	.....	2	886	.....	.....	.....	.....
United States .....	.....	.....	1	369	.....	.....	.....	.....
Total	381	137,104	206	74,775	46	16,064	23	7,189
Coasting vessels entered from the dependencies	48	4,138	.....	.....	.....	.....	.....	.....
	429	141,242	206	74,775	46	16,064	23	7,189

Vessels cleared outwards from Port Louis for the year 1856.

	WITH CARGOES.				IN BALLAST.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Great Britain.....	82	35,164	8	5,040				
Ireland.....	48	16,986	2	675				
France.....			51	19,306				
Belgium.....	1	258						
Hanseatic Towns.....			1	661				
Holland.....			3	1,894				
Cape of Good Hope.....	29	4,628						
Port Natal.....	4	280						
Brava.....	1	177			1	181		
Madagascar.....	38	7,879	12	2,046	31	3,876	3	461
Reunion Island.....	2	501	36	12,095			1	1,302
Socotora.....					1	101		
Zanzibar.....	1	368	2	735	1	369		
Aden.....			1	132	1	365		
Akyab.....					2	1,328	2	1,256
Bombay.....	11	8,101	1	352	6	3,889	1	427
Calcutta.....	18	14,421	11	3,890	19	12,925	16	6,914
Cochin.....	5	607			3	258	1	311
Madras.....	4	2,004			24	13,884		
Moulmein.....	4	1,145	1	441	1	693	2	410
Tranquebar.....	1	381			1	147		
Bambilipatam.....			1	250	1	388		
New South Wales.....	7	1,407	3	781				
Van Diemen's Land.....	15	2,682	1	217				
Victoria.....	27	6,503	12	3,245				
South Australia.....	9	1,369	1	318				
West Australia.....	2	601						
Ceylon.....	5	855	2	773	7	2,303	3	1,319
Singapore.....			4	490			2	673
Pondicherry.....	4	1,669	24	10,083			8	2,597
Karical.....							1	394
Cape Negrais.....	1	710						
Lombok.....	1	318						
Muscat.....	3	2,091	2	823	3	294	2	467
Montevideo.....	1	752						
Total.....	324	109,416	177	64,446	92	40,156	49	16,533
Coasting vessels cleared for the dependencies.....	50	4,441						
	374	113,857	177	64,446	92	40,156	49	16,533

Comparative statement of the value of goods imported into Mauritius, for 1853, 1854, 1855, and 1856.

	1853.		1854.		1855.		1856.	
	In British vessels.	In foreign vessels.	In British vessels.	In foreign vessels.	In British vessels.	In foreign vessels.	In British vessels.	In foreign vessels.
Great Britain.....	£276,312	.....	£354,977	£8,090	£249,224	£55	£317,853	.....
France.....	5,038	£159,974	114	203,759	1,714	150,085	14,150	£191,588
Cape of Good Hope.....	48,282	1,219	53,500	884	50,611	3,181	53,171	2,392
Reunion island.....	657	8,862	200	13,452	2,465	11,154	2,291	13,738
Madagascar.....	8,554	8,401	31,335	2,867	29,611	6,712	38,996	2,878
British Continental India.....	396,687	72,813	382,750	80,169	344,119	104,788	439,013	178,626
Australia.....	18,039	92	13,012	81	19,365	5,979	27,902	890
Pondicherry.....	7,904	5,730	11,534	603	18,507	1,723	10,383	16,580
Muscat.....	8,054	4,632	9,257	3,989	3,651	1,209	3,895	7,918
Singapore.....	5,371	625	10,961	1,389	9,509	1,579	5,139	5,084
Ceylon.....	10,358	947	6,704	.....	13,366	3,713	11,335	247
Peru.....	2,160	.....	11,956	1,508	77,429	18,610	8,650	17,500
Java.....	.....	3,539	5	1,263	.....	7,051	.....	2,352
Prince of Wales island.....	1,733	610	356	581	10	16	2,330	.....
Montevideo.....	.....	7,051	1,110	3,706	1	24,073	2,569	16,422
United States.....	503	3,255	.....	4,992	.....	10,234	.....	4,115
Buenos Ayres.....	.....	.....	48	2,614	553	7,182	1,090	5,065
Timor.....	475	.....	1,269	648	1,534	.....	519	495
China.....	654	691	.....	.....	244	.....	.....	.....
Miquelon.....	.....	2,071	.....	1,338	.....	1,861	.....	.....
Ichaboe.....	4,830	.....	3,203	.....	3,745	600	1,300	.....
Socotra.....	2,136	.....	3,100	.....	1,605	.....	.....	.....
Sweden.....	.....	1,336	.....	2,613	.....	788	.....	830
Newfoundland.....	.....	861	.....	1,687	.....	.....	.....	3,817
Bushire.....	2,022	.....	5,677	.....	3,252	.....	470	.....
Seychelles.....	215	.....	.....	.....	455	.....	765	.....
Nova Scotia.....	.....	.....	1,270	.....	2,077	.....	2,273	.....
The Fisheries.....	.....	.....	.....	2	1	246	.....	1,047
Bali.....	.....	520	590	.....	.....	.....	.....	.....
Lambeck.....	962	.....	2,425	.....	772	.....	.....	.....
Sumatra.....	.....	.....	.....	1,590	.....	.....	.....	.....
Rio Janeiro.....	.....	.....	60	.....	.....	.....	.....	.....
Rangoon.....	.....	.....	4,861	.....	.....	.....	.....	1,591
Canada.....	.....	.....	1,674	.....	.....	.....	.....	.....
Valparaiso.....	.....	.....	.....	3,150	.....	.....	.....	.....
Diego Garcia.....	230	.....	.....	.....	.....	.....	9	.....
Rodrigues.....	41	.....	7	.....	.....	.....	.....	213
Genoa.....	.....	.....	.....	.....	.....	185	.....	.....
Bassein.....	.....	.....	.....	.....	.....	220	.....	.....
Brazil.....	.....	.....	.....	.....	1,557	77	41	.....
Philippine islands.....	.....	.....	.....	.....	90	.....	1,048	.....
St. Helena.....	.....	.....	.....	.....	40	.....	.....	.....
Aleppce.....	.....	.....	.....	14	8	.....	235	.....
Karical.....	.....	90	.....	.....	.....	.....	.....	.....
Angra Pequena.....	500	.....	.....	.....	.....	.....	.....	.....
Batavia.....	.....	192	.....	.....	.....	.....	.....	.....
Cotivy.....	1,971	.....	.....	.....	.....	.....	.....	.....
Patagonia.....	740	.....	.....	.....	.....	.....	.....	.....
Barava.....	2,140	.....	.....	.....	.....	.....	.....	.....
Jersey.....	799	.....	.....	.....	.....	.....	1,186	.....
Halifax.....	1,340	.....	.....	.....	.....	.....	.....	.....
Belgium.....	.....	.....	.....	1,040	.....	.....	.....	.....
Zanzibar.....	.....	338	.....	.....	.....	.....	.....	.....
Malta.....	.....	.....	.....	.....	136	.....	.....	.....
Spain.....	.....	.....	.....	.....	.....	127	63	.....
Eastern Coast of Africa.....	.....	.....	.....	.....	.....	479	55	301
Aden.....	.....	.....	.....	.....	.....	.....	.....	1,470
Total.....	808,257	283,849	911,955	342,629	835,691	361,927	946,748	475,115

JANUARY 1, 1857.

Since my last quarterly report, no change has taken place, worthy to be mentioned, in any of the laws or regulations of this port, nor has any ordinance been promulgated affecting in any way American interests. The regular trade of the island has gone on without interruption during the quarter ending 31st December, 1856.

The total shipment of sugar from the island amounted to 59,088,470 lbs., of which 30,605,609 lbs. went to Great Britain, 15,801,642 lbs. to France, 1,892,314 lbs. to Cape of Good Hope, 10,788,905 lbs. to Australia, being an increase of nearly ten per cent. over the amount shipped in the same quarter last year, (1855.) Three months ago the planters, looking at the increase of this year's crop over that of previous years, and feeling that more could still be done, were joyous and sanguine of coming years of prosperity; but a circumstance has taken place which bids fair to blight all these fair prospects. I mentioned, in my last quarterly report, the system of immigration to this colony from India, by which the supply of laborers is kept up, and without which this island, with all its capabilities and resources, would, in a commercial point of view, sink into oblivion. On the 24th day of October last the governor general of British India, in council, passed an order prohibiting any further emigration of the natives of India to Mauritius. The reasons alleged for this step were that proper care was not taken of the health of the immigrants upon landing here, and the fact of nearly three hundred immigrants having perished upon Flat Island, the quarantine station, where the cargoes of Indians were landed, without sufficient shelter from the weather, for fear they might communicate cholera to the inhabitants of the island. No doubt the real miseries and sufferings of the Indian here have been considerably aggravated to the Indian government, but the law has been passed, and unless revoked, the interests of Mauritius must suffer. A delegation from the local government of Mauritius is to be sent to India to represent the planters of this island, and a request has been made to the Indian government that a delegation may be sent from India to Mauritius, that they may inspect the quarantine arrangements, lately perfected, and see for themselves what is the real state of the Indian in Mauritius.

The importations during the quarter have not been very considerable, and have consisted of machinery, cotton goods, ironmongery, and agricultural implements, beer, salt provisions, naval stores, and various consignments of sundries, fancy goods, and preserves, from England; wines, silks, millinery, furniture, carriages, fancy goods, preserved fish, meats, and vegetables, paper, clothing, &c., from France; fish, salt meat, beans, grain, horses, sheep, flour, and wine, from the Cape of Good Hope; various shipments of unsaleable goods from Australia, where the markets have been overstocked by England and America; rice, wheat, oats, lard, tallow, spices, medical drugs, cigars, and clothing, from India; teas, silks, tobacco, fancy ware, &c., from China; cattle, from Madagascar; cocoa-nut oil and coffee, from Ceylon; guano, from Peru and Ichaboe; horses and mules, from Buenos Ayres; planks and timber, from Singapore; and vegetables and provisions from the island of Bourbon or "Reunion."

No changes have taken place in the tariff regulations or port dues. No direct trade has taken place with the United States, although some efforts are being made to obtain a supply of ice from there. It is not at all probable that there will ever be a large trade between the United States and this island. The necessities and luxuries of life can be obtained to better advantage from England, France, and the Indies.

Considerable American produce, such as tobacco and flour, finds its way here annually; but

it is only as the markets of Australia and Cape Town get overstocked with such goods that any shipments are made to this port.

JANUARY 4, 1857.

In accordance with section 55, Consular Instructions, I have the honor to report the arrival during the quarter ending December 31, 1856, at this consulate, of three American vessels of the aggregate tonnage of 1,337 tons. Eight vessels have departed, aggregate tonnage 3,997 tons.

Of the crews of those arrived 45 were American subjects and 44 foreign. Of the crews of those departed 116 were American and 63 foreign. None of these vessels brought cargoes to this port, and none of them shipped any cargo here.

FEBRUARY 20, 1857.

Mauritius is the most expensive place in the world to live in. I will state some facts. At Singapore the expenses are at least less than one-half of the expenses here. What can be bought in Singapore for five dollars would cost twelve dollars here. Let me give you an idea of the expenses in this place. A small one-story house with six rooms cannot be had in Port Louis at a less rent than \$650 to \$700 per annum. From the arrangement of the out-houses, double the number of servants are required that would be in the United States. I have four persons in my family. I must have a cook, a nurse, a washerwoman, and a house boy, at least, as no Indian servant will, from *caste*, perform more than one kind of labor. These four servants cost, with their rations, \$41 per month. Now for the necessities of life: fresh beef costs from 20 to 25 cents per pound; mutton, 38 to 40 cents per pound; fowls, 80 cents to \$1 each; flour, \$25 to \$28 per barrel; salt fish, 8 to 10 cents per pound; butter, \$1 per pound; cheese, 58 cents per pound; lard, 37½ cents per pound; coffee, 25 cents, and tea, 80 cents per pound. Fuel is, as nearly as I can judge, about \$20 per cord. It is sold in small faggots; enough to cook a steak costs 12½ cents. Everything else is dear in proportion, and fresh meat has been as high as 70 cents per pound. Clothing, also, is enormously expensive.

APRIL 2, 1857.

The sugar market, the great pulse of the commercial life of this colony, presents unusual appearances. Sugars, at the commencement of the crop of 1856 and 1857, opened at a very low figure in Europe, so low as for a time to stagnate this market. English purchasers could not come in, and the majority of the first shipments were made to France. Freights were then high—very high—ranging from £3 to £3 10s. to England and France; soon after, the price of sugar advanced, permitting shipments to England; freights still remained high and at the latter part of December were at £3 to England. (a)

The Australian market, after receiving its usual supplies, to the surprise of every one, cried out for more; merchants looked and felt incredulous; circumstances did not seem to warrant any further shipments to Australia; the cautious held back; some went on and shipped, and

(a) Freight now 10s. to England.

received good returns and a call for more ; further shipments followed to a great extent. Prices rose in England and France, and shipments went on briskly. The Cape of Good Hope received its quota, and some little went to Natal and other ports on the east coast of Africa. The high rates stimulated large shipments, and the 31st of March finds this market with a small stock of sugar and with prices advanced full $1\frac{1}{2}$ cent per pound, upon an average. The finer sorts are all closed off and shipped ; low grades remain, and these command a price which at the opening of the crop in September would have brought the finest samples. Large quantities of syrup have been made into rum, and some considerable has been shipped, but I find it impossible to ascertain the amount.

From the beginning of the crop to the 31st March, 1857, the total shipments have been 192,640,132 pounds of sugar. During the quarter ending March 31, 79,131,942 pounds were shipped. At the present moment I have not been able to obtain the quantities shipped to different ports. I have at last succeeded in obtaining the statistics of the commerce of different nations at this port for the year 1856, which statistics I inclose.

The matter of Indian immigration is not yet finally settled ; in my last I mentioned the subject. At present some encouragement is held out to the belief that immigration will soon be renewed. This island, as well as that of Bourbon or Reunion, is endeavoring to procure laborers from the east coast of Africa ; many will, in all probability, be obtained, but they are not so desirable as the Indian immigrants.

The renewal of immigration is of vital importance to the interests of Mauritius ; every influence has been brought to bear upon the matter by this government and the Indian government. The probability is, that the matters in dispute will soon be settled satisfactorily to all concerned. During the quarter just finished, a cargo of lumber arrived here from California, belonging to an American citizen, in a French ship ; the cargo sold for \$8,000, leaving a small loss to the owner and shipper. On the 31st March, the American bark "Homer," Captain Wiggin, arrived here from Boston with an assorted cargo, valued at \$12,000. This cargo consists of spars, lumber, turpentine, hams, staves and headings, oars, and nails—a pioneer voyage to determine the propriety of establishing a trade between this port and Boston. If possible sugars will be bought by the "Homer's" consignees for the Boston market. Considerable money must be passed between American underwriters in the United States and the merchants of Mauritius. Many ships have been repaired here, belonging to American houses and insured in America, at immense cost. The underwriters may be, and must be, decidedly of the opinion that the cost of repairing a ship in Mauritius is enormous ; besides this, the repairs are conducted by the consignees of the vessels needing repairs in a manner by no means open and upright : advantage is taken of the distress of the vessel ; the captain is corrupted, and the whole business, sometimes involving from \$20,000 to \$40,000, is conducted without tenders and without any consular certificates. This is very prejudicial to American interests, and as yet there is no remedy. If the United States consul had the power of the French and Belgian consuls here, the evil might be partially, if not wholly, remedied.

The sugar crop for the coming year bids fair to be the largest ever produced in one year on this island ; everything thus far has been favorable, and now that the hurricane season is over, there is little to fear for the crop. Prices bid fair to continue high ; many samples of sugar have been already sold, in advance of the crop, at full prices. There is an abundance of money in the island, and capitalists are troubled for want of opportunity for investing their funds. American securities are sought for and eagerly bought. Bottomry bonds, &c., if sold

openly by tender in a legal manner, would sell at a very low rate of interest. No change has taken place in the regulations of trade or custom tariff since my last report.

With the exception of the two cargoes mentioned, no capital of the United States has been employed in the trade with this colony during the quarter. Arrangements have been completed by which two or three cargoes of ice are to be brought here yearly from Boston; this may be the beginning of a settled trade. A diminution of the duty on sugar in the United States would, I think, be productive of a trade in sugar from here to America. I trust that this trade may be established, and that American capital may be invested to the benefit of all concerned.

JUNE 30, 1857.

Since my last report nothing has occurred to render this report particularly interesting. No change has taken place in the port regulations, custom dues, nor in the local government of the island that can in any way affect American interests. The last of the season, denominated as "the crop" in Mauritius, is approaching; for this reason the trade of the colony has been less extensive, and the arrivals and imports less than during any other portion of the year; notwithstanding this, Port Louis has shown at all times a host of shipping, sufficient to keep up its reputation.

The statistics of the shipping arriving and departing is not made up, excepting at the close of the year, otherwise I would enclose a statement of the arrivals and departures at this port for the quarter.

The amount of sugar shipped from the island of the crop of 1856 and 1857 to the end of June has been 214,989,124 pounds, making the shipments for the quarter ending at date 35,580,018 pounds. Although the sugar of the old crop is nearly finished, and some little of the new crop has come in, the new crop is not supposed to commence until the middle of August. The canes are now looking remarkably well all over the island, and the expectations formed by the planters at the commencement of the season appear likely to be realized. But many casualties may yet happen to ruin the crop. Vast preparations have been made in anticipation of the coming crop; new and beautiful improved machinery has been imported, made in England and Scotland; the vast profits realized this past year enabling the planters to invest largely. Many of the planters during the last year made a net profit of \$100,000; some more; but all seemed perfectly satisfied with their success, and, expecting a continuation of the same, are elated, sanguine, and, consequently, extravagant in everything.

The probability is that the market will open very high this year, and that prices will rule high in England and France for Mauritius sugar. Every nerve has been strained to make the coming crop a large one. If a modification should be speedily made in the different duties in England, allowing the crystallized sugars of Mauritius to go into England at a moderate rate of duties, the same efforts would be made to make the qualities of the sugars superior. Sugars have been made here equal to refined sugar without the expense of refining; but the refiners of England will struggle hard against admitting such sugars into England excepting upon a duty sufficiently high to enable them to compete with them. The season of 1857 and 1858 will doubtless be a rich one for the planters, but they cannot reasonably look for another season of high prices.

The Indian immigration has been reopened, and several hundreds of laborers have already arrived; this, at the opening of the new crop, is opportune. Without this seasonable supply

the crop could not be got in with that rapidity so necessary to enable the planter to finish before the rains of November and December. Everything depends upon the supply of labor, without which the fertile field of Mauritius would yield nothing. An effort has been made to obtain laborers from the east coast of Africa and from the shores of the Red Sea ; but the secretary of state for the colonies put a veto upon the measure, on the ground that it would be a species of slave trade, for the reason that the men would have to be purchased on the coast, and that this mode of procedure would tend to encourage the internal wars and captive purchase in Africa.

I cannot give you a full and detailed report of the trade of the island by this opportunity. The statements for the sugar year, if it may be so termed, will be made up some time in August or September, when I shall be able to give full particulars.

During the quarter just ended, one American vessel arrived here from the United States, with a cargo for this port, the "Gertrude," 780 tons ; with 500 tons of ice ; with a lot of assorted chairs, tobacco, naval stores, and lard. The whole cargo brought \$16,675 ; the ice brought \$22 per ton ; tobacco, of ordinary quality, 59 cents per pound ; lard, 28 cents ; pitch, \$3—all paying well. It is to be hoped that this is the commencement of a regular trade between this island and the United States.

On the 2d of May, the barque "Homer," of Boston, sailed from this port for Gibraltar and a market, with a cargo of sugar costing \$87,000, on account of Boston merchants. This is the only instance of the investment of capital of the citizens of the United States in this island that has come under my notice during the quarter.

OCTOBER 10, 1857.

During the quarter ending 30th September, the season denominated in this island the crop for 1856 and '57 closed. By this term is meant that the sugar, the crop of those years, has been all closed, shipped, or changed hands in some way. The crops amounted to 223,074,202 pounds, or 111,537 tons. I inclose a statement of the different countries that received this amount.

The amount given above is the quantity shipped. No account is given of consumption in the island.

The crop promises well. An increased supply of labor from India enables the planter to work his land to advantage, and to open up new land and break in new land which has been lying fallow for several years.

But high cultivation is necessary to produce the large crops of over 6,000 pounds to the acre from the stony soil of Mauritius.

To keep up this, the planter looks to a supply of guano. A scarcity of this manure reasonably excites some apprehension among the sugar producers. The price of Peruvian guano has increased to \$95 per ton, cash, in this island, and so short is the supply that the agents here have put up the stock on hand for public competition, feeling assured that even an increase upon this large price may be gained. The question is being agitated of "Where shall we look for this fertilizer?" The guano islands of "Kooria Moorina" are looked to ; but it is extremely probable that the guano from those islands will not prove profitable, for the reason that it contains but little ammonia, being composed mostly of phosphates and sulphates. The question has been put to me by many eminent agriculturists, if there is any reason to hope that the United

States government will be able by its influence to remove the monopoly at present maintained by the Peruvian government over the sale of guano from the Peruvian islands.

This question I, of course, could not answer; but it shows the turn which the minds of these people have taken. They would very much like to be enabled to get a supply of guano through the influence and energy of the merchants and ship owners of the United States.

The troubles in India have had the effect to threaten a scarcity in our supply of rice, which is the great article of food in Mauritius—52,000 bags or 4,160 tons being the estimated monthly consumption of rice in the island. The price (usually \$3 10 to \$3 15 per bag of 160 pounds) has advanced to \$4 50 and \$4 60. The Mauritins are so dependent upon other countries for food that the slightest danger of a scarcity raises a panic. Any trouble with Madagascar would cut off a supply of beef; with Bourbon, vegetables would be scarce; with India, rice, and a hundred articles necessary for the India laborer employed on the sugar estates, would become scarce, and famine, and perhaps riots, would be the consequence. I am not now able to obtain the information required by section 153 of the Instruction to Consuls, of the 18th August, 1856. As soon as I can obtain it, it shall be forwarded. During the quarter, one American vessel has arrived from a port in the United States with a cargo for this port—the “Napoleon,” from Boston, with a cargo of lumber, valued at \$8,300. Another American vessel, the “Mary Ann,” arrived from Calcutta with a cargo of rice, valued at \$40,000.

With these exceptions, there have been no American vessels employed in this trade during the quarter. There have been no alterations in tariffs, custom regulations, &c., &c., nor any government proclamation of any importance to commerce during the quarter.

Total amount of shipments from Mauritius of the late crop of sugar, begun in September, 1856, and completed 31st July, 1857.

Countries.	Quantities.	Countries.	Quantities.
	<i>Pounds.</i>		<i>Pounds.</i>
UNITED KINGDOM :			
London	56,490,193	Havre	6,155,213
Cork	48,969,565	Belle Isle	6,124,277
Liverpool	2,535,815		
Clyde	5,609,909	AUSTRALIA :	
Greenoch	3,178,773	Adelaide	1,196,485
Falmouth	7,930,534	Melbourne	29,182,105
Leith	817,311	Sydney	3,624,518
		Hobart Town	3,686,167
CAPE OF GOOD HOPE	7,280,144	Swan River	600,684
FRANCE :		Total	219,625,500
Marseilles	8,544,398	Other places	3,448,702
Bordeaux	6,798,501		
Nantes	20,900,908	Grand total	223,074,202

BAY OF ISLANDS, N. Z.

APRIL 23, 1857.

I have the honor to acknowledge the receipt of your circular, dated September 15, 1856, and to transmit the required returns for the quarter ending on the 31st March last.

It will be perceived by these returns that the trade carried on by American vessels in this port cannot be, with propriety, defined as a trade of import and export, inasmuch as the lading of ships, which arrive and depart, consists of oil and bone, the produce of the fisheries.

The object of whale ships in touching at this port is to procure refreshments and to effect repairs, and, when an opportunity offers, to transfer their oil and bone to ships homeward bound. Small quantities of oil are occasionally landed to pay for stores and refreshments.

Under such circumstances there is little commercial information to be afforded. The consumption of American produce and manufactures is extremely limited, and consists chiefly of what is bartered by the whale ships in exchange for supplies.

Of the produce of this country, the only article sent to America is a kind of gum copal; nor does the country produce any other commodity which would be likely to find a market in the United States.

Ships engaged in the South Sea fishery are, usually, absent from America from three to four years; and they are accustomed, frequently, to discharge their men, and to ship others, in the various ports of the Pacific; many of them are, in a great degree, manned by natives of the South Sea islands, who enter on the condition of being paid off before the ships return to America. Under these circumstances, it has been usual, and, indeed, is necessary for the success of the fisheries, to allow the greatest latitude, consistent with law, in the discharge of seamen.

I have the honor to enclose herewith an act of the general assembly, passed on the 11th August, 1854, enacting a new tariff for this colony.

MONTREAL.

APRIL 25, 1857.

I enclose statistics of the trade and commerce of Canada for the year 1856, including the total amount of imports, which reach \$43,584,376, giving a duty of \$4,508,880; also a comparative statement of the same for the years 1854, 1855, and 1856, showing a gradual increase of imports from the United States, which in 1854 amounted to \$15,533,096, and in 1856 to \$22,704,508, a total amount far exceeding the imports from Great Britain during the same year, which increase, I believe, is to be attributed, in a great measure, to the reciprocity treaty.

General statistics of the trade and commerce of Canada during the year 1856, and previous years.

Statement of imports into Canada during the year 1856, viz:

Goods paying specific duty	\$7,543,640
Goods paying 20 per cent.	269,804
Goods paying 12½ and 15 per cent.	20,902,532
Goods paying 2½ and 5 per cent.	2,876,636
Free goods	11,991,764
Total	<u>43,584,376</u>

Comparative statement of imports, exhibiting in contrast the value of and amount of duties collected on goods entered for consumption, in Canada, during the years 1854, 1855, and 1856, respectively.

Whence imported.	Value.		
	1854.	1855.	1856.
Great Britain	\$22,963,328	\$13,303,460	\$18,212,932
North American colonies	675,112	865,984	1,032,592
West Indies	2,672	14,132	17,612
United States	15,533,096	20,828,676	22,704,408
Other foreign countries.....	1,355,108	1,073,908	1,616,732
Total	40,529,316	36,086,160	43,584,276
Total amount of duties.....	4,899,004	3,525,780	4,508,880

Comparative statement of exports for the same years.

	Value.		
	1854.	1855.	1856.
Total value of exports	\$19,041,056	\$23,703,900	\$28,595,036
Total value of ships built at Quebec.....	2,208,248	1,216,544	1,213,156
Estimated amount of exports (short) returned at inland ports.....	1,769,080	3,265,012	2,238,900
Grand total of exports.....	23,018,384	28,185,456	32,047,092

Statement of the tonnage inwards and outwards, showing the amount of coasting and ferriage on Canadian inland waters, and the intercourse by inland navigation, between Canada and the United States, during the year 1856.

	Tons.
Total tonnage outwards.....	6,287,397
Total tonnage inwards.....	6,199,329
Total, outwards and inwards.....	12,486,726

The following is a subdivision of the foregoing grand total :

	Tons.
Canadian steam.....	6,287,397
Canadian sail.....	830,726
American steam.....	4,763,326
American sail.....	364,218
	12,245,667

Statement showing the number of vessels entered outwards for sea, their tonnage, and the countries whence they came, during the years 1854, 1855, and 1856.

Country.	1854.		1855.		1856.	
	No.	Tons.	No.	Tons.	No.	Tons.
Great Britain	1,537	737,768	760	412,782	1,004	536,803
British colonies	437	37,778	385	27,545	450	28,623
United States	15	1,401	24	3,000	37	3,575
Other foreign countries.....	29	4,808	50	7,914	41	5,117
Total ships and tonnage.....	2,018	781,755	1,219	451,241	1,532	573,648

Statement of the same inwards.

Country.	1854.		1855		1856.	
	No.	Tons.	No.	Tons	No.	Tons.
Great Britain	1,051	501,488	523	279,986	641	353,526
British colonies.....	499	53,835	424	50,730	508	47,196
United States	133	85,401	80	38,706	71	32,849
Other foreign countries.....	207	64,628	141	50,131	274	112,022
Total ships and tonnage.....	1,890	705,352	1,168	419,553	1,494	550,593

ST. JOHN'S, N. F.

JUNE 8, 1857.

Applications having been made to the Board of Revenue for the restoration of spirits seized under the provisions of the act 18 and 19 Vict., cap. 4, sec. 46, upon the ground that the owners or importers thereof were ignorant of the prohibition, in certain cases, to import spirits in casks not capable of containing at least fifty gallons—

Public notice is hereby given that no such application will be entertained, but that the provisions of the statute will be rigidly enforced.

By order of the Board of Revenue.

GEO. BENNETT, *Secretary.*

CAP. 4.

An act for the establishment of a Board of Revenue.—(Passed August 4, 1855.)

SEC. 46. After six months from the time this act shall come into operation, no rum, brandy, gin, or alcohol, shall be imported or brought into this colony in casks not capable of containing at least 50 gallons; nor shall any such liquors in smaller casks or packages be exposed for sale, or be in the possession of any person unless imported before the said time, or unless the same shall have been transferred to such smaller casks or packages after it shall have been brought into this island or its dependencies; of all which the proof shall be upon the party in posses-

sion. Any person offending against any of the provisions of this section shall forfeit £10 for every such cask or package, and the liquor shall be forfeited. Nothing in this act contained shall apply to any such liquors imported into this island or its dependencies from Europe, the British West Indies, or any of the British possessions in North America.

HALIFAX, N. S.

An act to continue and amend the laws imposing customs duties.

Be it enacted by the governor, council, and assembly as follows:

1. Chapter 12 of the Revised Statutes "of customs duties," as amended by chapter 2 of the acts of 1852, and also as amended by chapter 9 of the acts of 1854, and also as amended by chapter 3 of the acts of 1855, and also as amended by chapter 1 of the acts of 1856, and also as hereinafter amended, is hereby continued, together with such amendments, respectively, until the first day of April, in the year 1858.

2. All goods, wares, and merchandise now liable to a duty of six and a quarter per cent. *ad valorem*, shall hereafter pay a duty of ten per cent. *ad valorem*, with the exception of cotton yarn, which shall pay two and a half per cent. *ad valorem*.

3. Refined sugar shall hereafter pay a duty of ten shillings per cwt., instead of fourteen shillings.

4. Madeira, port, and sherry wines, of which the first cost is thirty pounds per pipe and upwards, shall pay a duty of two shillings and sixpence per gallon.

5. So much of section 2 of chapter 12 of the Revised Statutes as imposes a duty of six and a quarter per cent. *ad valorem* on goods, wares, and merchandise, a duty of fourteen shillings per cwt. on refined sugar, and a duty of two shillings and six pence per gallon on Madeira, port, and sherry wines, of which the first cost is twenty pounds per pipe and upwards, is repealed.

Approved March 31, 1857.

PICTOU, N. S.

OCTOBER 1, 1857.

In accordance with instructions from the department, I have the honor of making my yearly return (ending September 30) of the trade of my consulate.

The business of this port is almost exclusively confined to the export of coal, the demand for which in the United States is greatly on the increase, amounting this year to upwards of 20,000 chaldrons more than the preceding. A chaldron weighs $1\frac{1}{4}$ ton.

During the past year a deputation from the government of Nova Scotia visited England for the purpose of arranging with the home government to induce the "Albion Mining Company" (who exercise unlimited control over the mines and minerals of Nova Scotia) to yield to the people of the province a portion of those rights and privileges now exclusively held by said company. The result of the labors of this deputation has been (as I learn unofficially) most successful, and the future operations of the company will be confined to certain circumscribed limits. The effect will be to open up a most extensive range of coal fields, as also to develop

and bring into operation vast beds of copper ore, and numerous other valuable minerals with which this portion of the continent most profusely abounds.

The ports of Sydney and Lingan are within my consular jurisdiction. The export from these ports is almost exclusively *coal*; the quantity shipped from the former port the past year is 71,780 chaldrons; from the latter, 5,934 chaldrons, mostly in British and French vessels.

The accompanying tables, numbered from 1 to 4, will show the amount of business done at the port of Pictou for the past year.

No. 1.

Exports from the United States to Pictou, from October 1, 1856, to September 30, 1857, in British vessels.

Des ription of merchandise.	Value.	Description of merchandise.	Value.
Apothecarys' wares	\$4,960	Cordage	\$315
Bacon and hams	340	Coals	460
Bread	650	Coffee	330
Cabinet and npholstery wares	3,630	Wheat	650
Candles	160	Indian corn	3,765
Carriages	435	Indian meal	2,715
Caoutchouc manufactures	630	Flour	41,145
Cheese	615	Cotton manufactures	2,325
Clocks and watches	335	Earthenware	105
Coffee	330	Apples	285
Raisins and currants	145	Rice	225
Oranges and lemons	310	Seeds	115
Other fruits	375	Soap	430
Glassware	580	Stationery	785
Hardware and cutlery	4,295	Marble and burr stones	330
Hats	1,945	Sugar	785
Ironmongery	5,945	Tallow	735
Paint	115	Tea	7,035
Leather and leather ware	9,900	Tobacco, leaf	6,750
Lime and plaster	265	" manufactured	1,015
Linen and woolen manufactures	2,240	Spirits of turpentine and varnish	475
Molasses	240	Vinegar	120
Oakum	715	Wood, plank	2,400
Oils, linseed	65	Wood wares	3,125
" olive	100	Miscellaneous articles	5,720
" lard	90	Sundries	260
Paper manufactures	490		
Pickles, sauces, spices, &c	130	Total	122,440
Pitch, rosin, tar, and turpentine	340		

No. 2.

TABULAR STATEMENTS EXHIBITING THE NAVIGATION AND TRADE OF PICTOU DURING THE YEAR
ENDING SEPTEMBER 30, 1857.

*Statement showing the number and tonnage of vessels entered inward and cleared outward from and
to the United States, from October 1, 1856, to September 30, 1857.*

	Entered.		Cleared.	
	No. of ves- sels.	Tons.	No. of ves- sels.	Tons.
UNITED STATES VESSELS :				
In ballast	163	39,418	-----	-----
With cargoes	4	589	170	39,703
Total	167	40,007	170	39,703
BRITISH VESSELS :				
In ballast	211	28,657	-----	-----
With cargoes	64	10,996	410	55,709
Total	275	39,653	410	55,709
Grand total.....	442	79,660	580	95,412

No. 3.

*Statement showing the description and values of merchandise imported into Pictou from the United
States, and exported from Pictou to the United States, from October 1, 1856, to September 30,
1857.*

Imports.		Exports.	
Description of merchandise, in United States vessels.	Value.	Description of merchandise.	Value.
Leather	\$55 00	Coals	\$130,920 00
Lime	670 00	Fish, gaspereaux	10 00
Paper manufactures.....	165 00	Fish, herrings.....	38 00
Burr stones	135 00	Fish, lobsters	604 00
		Fish, mackerel.....	35 00
		Fish, salmon	48 00
		Building stones.....	12,525 00
		Miscellaneous articles	365 00
Total	1,025 00	Total	144,545 00

No. 4.

Exports from Pictou to the United States, from October 1, 1856, to September 30, 1857, in British vessels.

Description of merchandise.	Value.
Coals -----	\$225,740 00
Lobsters, preserved -----	217 00
Salmon, smoked -----	400 00
Iron and leather -----	560 00
Grindstones -----	750 00
Building stones -----	2,835 00
Miscellaneous articles -----	210 00
Total -----	230,712 00

NASSAU, N. P.

SEPTEMBER 30, 1857.

I have the honor to submit the following annual report of the British colony of the Bahamas. The articles imported into this colony include all the manufactures used by the inhabitants. These are chiefly supplied by Great Britain, though a large part is received from the United States. And of the provisions imported for the consumption of these islands, nearly all come from the United States. From the same country is imported also nearly all of the lumber used in the Bahamas. Of the productions of the United States brought to this colony a very considerable part is received from American vessels not bound hither, but stranded or otherwise injured in the dangerous navigation of these seas. The chief articles of export are salt, sponges, fruit, braziletto, and conch shells. The salt is always made by solar evaporation, and almost the entire quantity is sent to the United States. The sponges are shipped to Great Britain, France, and the United States, the fruit and braziletto to Great Britain and the United States, and the varieties of the conch shell to Great Britain, France, and the Mediterranean. Large quantities of these shells are sent to Italy, where they are wrought into cameos.

I have not the means of reporting definitely the comparative increase or decrease in the importations of the past year, but, from most reliable information within my reach, I am satisfied that there will be little variation. The average market prices during the past year for the staples of export have been nearly as follows, viz: salt, 12 cents per bushel, (present value 10 cents;) sponges, 18 to \$1 25 cents per pound; shells, \$40 per hundred; pine apples, for shipping to the United States, 50 cents per dozen; for Great Britain, (cut in the stalk,) \$1 50; oranges, \$7 to \$8 per thousand; braziletto wood, \$11 50 to \$13 per ton.

The average market prices of the chief articles imported during the same period were: wheat flour, \$7 to \$15 per barrel; salted meat, 11 to 12 cents per pound; butter, 25 to 30 cents per pound; corn, \$1 25 to \$1 50 per bushel; candles, 15 to 20 cents per pound for tallow, adamantine about 35 cents; rice, 4½ to 6 cents per pound.

The average rates of freight for the past year between Nassau and New York may be stated at 50 to 75 cents per barrel, or 10 to 15 cents per foot. There is no prohibition in regard to importations, and no special privileges or restrictions. All vessels alike, entering from foreign

ports, pay a duty of 24 cents per ton, with a drawback of one-half of that amount when such vessels carry away a full cargo of salt. On a vessel of two hundred tons the port dues, pilotage included, but exclusive of tonnage duties, may be stated at \$30 to \$35.

The warehouse regulations are substantially as follows: goods on which duties are not paid at the time of entry are bonded and put in warehouses on a simple entry, and may remain in bond for two years, subject to no other charge than a reasonable warehouse rent. Such goods are deliverable at any time for exportation, on a warrant for that purpose, or by the payment of duties.

A credit of six months for duties is allowed on importations entered for that purpose on arrival, but where entered in bond cash payments of the duties are required when taken out. On cargoes from wrecks the duties must be paid in cash. I inclose herewith, marked "A," a recent act "For regulating the rates of wharfage, storage, and scaleage, and for other purposes." I inclose also, marked "B," "The Sanitary Regulations of the Port of Nassau," to which I beg leave to refer you for information on that subject. But little American capital is employed in this colony, and that chiefly in commerce.

* * * * *

The comparative value of the importations from the United States and elsewhere, and of what is received from wrecked vessels and sold here, also that of the exportations to the United States and to all other countries, will be seen by the following table, computed for the year 1856. The pound sterling is reduced to dollars, in conformity to the prevailing usage of the colony, estimating the pound at four dollars and eighty cents.

Imports.			Exports.		
From—	Value in pounds.	Value in dollars.	To—	Value in pounds.	Value in dollars.
United States.....	£66,954	\$321,379 20	United States.....	£93,956	\$450,988 80
Other countries, Great Britain included.	26,140	125,472 00	Other countries, Great Britain included.	31,792	152,601 60
Add the wrecked property sold here.	96,304	462,259 20			
Total.....	189,398	909,110 40	Total	125,748	603,590 40

It will be seen by the preceding table that of the exports three-fourths of the amount in value is shipped to the United States; while of the articles imported more than two-thirds of the amount in value is shipped from the United States. But nearly all of the wrecked property sold here is from American vessels. For instance, of the whole amount, \$462,259 20, only about £3,200, or \$15,360, are from British or other foreign vessels, leaving the amount of sales from American wrecked vessels \$446,899 20, which, added to \$321,379 20, for the regular American shipments, swells the sum of American importations to \$768,278 40, against that of \$140,832, the amount of all other importations, leaving the importations from the United States considerably more than five-sixths of the whole sum. It is natural, from the location of these islands, that a large part of their commerce should be with the United States; still, it is obvious that the facility with which merchandise is supplied by means of American vessels wrecked or

disabled from pursuing their voyages has materially affected the result. The large amount, already stated as derived from wrecks of American vessels is, however, an inadequate index to the heavy losses sustained by American commerce in these seas, the amount of which I regret I have not the means of computing.

The preceding valuation is merely the sum of the auction sales of such property for the year, exclusive of the much larger part reshipped for the owners and underwriters, and of the large amount of property lost with the vessels.

The loss by wrecks for the current year (1857) will amount, probably, to much more than the preceding; while the auction sales, owing to the policy of reshipping wrecked property, will be much less.

During the year 1856, there were thirty-one American vessels, or 4,652 tons, employed in the trade between this colony and the United States; and of all other vessels in the same trade, one hundred and thirty-eight, or 9,385 tons.

There remains little, if any, statistical information of public interest to communicate, that I can procure in season for this report. There are no manufactures, and little attention is paid to agriculture. Some fruit is exported, but the quantity is small, considering the extent and capabilities of these islands; and if to this be added a trifling amount of corn and vegetables—much less than is required for home consumption—it will show nearly all that the soil produces. Before the emancipation of the slaves, cotton of a very fine quality was exported in considerable quantities, and the fields were otherwise made to render a good account to the proprietors. For lack of labor these fields are now abandoned and overspread with wild and useless bush. And yet the condition of the negroes of these islands offers little encouragement to the advocates of emancipation. Instead of being elevated by the change, they are morally and physically worse than before.

The difficulty of procuring labor is augmented by the inducements to engage in wrecking, and the large number depending upon it for a living. In a discussion of this subject in the Colonial Assembly during the last winter I heard it stated, and, as it was undisputed, I have no reason to doubt its truth, that more than three thousand men in this colony are exclusively devoted to this precarious occupation.

TURK'S ISLAND.

OCTOBER 15, 1857.

I have the honor to inclose you, herewith, the returns of arrivals and departures of American vessels in this consular district during the partial quarter ending the 30th ultimo; together with a statement of the navigation and commerce of the port of Grand Turk, and of the two other ports of the consulate, (viz., Salt Key and East or Cockburn Harbor,) compiled from the above returns, and also a statement of fees received by me, on account of vessels, for official services during the same period, viz., from 25th July to the 30th September, inclusive. I recapitulate as follows:

Grand Turk.—Vessels entered and cleared 23, viz., 6 barques, 13 brigs, and 4 schooners.

Salt Key.—Vessels entered and cleared 12, viz., 1 ship, 6 barques, 3 brigs, and 2 schooners.

East Harbor.—Vessels entered and cleared 3, viz., 1 brig and 2 schooners.

Fees received on account of the same :

At Grand Turk.....	\$37 83
At Salt Key.....	33 33
At East Harbor.....	9 28
Total.....	<u>80 44</u>

The 39 vessels thus referred to above were manned by 269 seamen ; 237 American, and 32 foreign.

The value of imports into this colony in our vessels will be observed with surprise, in comparison with the value of exports by them during the same short period ; the total value of the former being only \$9,450, while the latter is \$30,688 ; which averages the price of the salt shipped by them to the United States, (say 279,438 bushels,) at a fraction below 11 cents per bushel, including the half cent per bushel export duty paid by the purchaser.

The balance of trade in favor of this little colony through our own shipping, and for a period less than three months, is found to be \$21,238 ; and considering that the crop of salt this year will reach to at least 1,500,000 (one million five hundred thousand) bushels, it is not difficult to discover that the salt business here is a very profitable one, while the trade in the article at these islands affords very convenient and useful employment to a great number of our vessels, 200 each year.

A tabular statement showing the quantity and value of the chief staple products imported into the Bahamas from the United States in the year 1856, in American and also in other vessels.

Articles imported.	In American vessels.		In other vessels.	
	Quantity.	Value in dollars.	Quantity.	Value in dollars.
Bread	7, 168 pounds	\$460 00	98, 224 pounds.....	\$6, 298 00
Butter	7, 728 pounds	1, 895 00	49, 056 pounds.....	12, 029 00
Cheese	2, 576 pounds	323 00	23, 296 pounds.....	2, 981 00
Corn.....	1, 430 bushels	1, 165 00	27, 438 bushels	22, 368 00
Candles	6, 720 pounds	1, 281 00	53, 648 pounds.....	10, 229 00
Corn meal.....	105 barrels	395 00	2, 441 barrels	9, 187 00
Flour, (wheat)	544 barrels	3, 929 00	14, 966 barrels	108, 086 00
Flour, (rye).....	25 barrels	130 00	756 barrels	3, 922 00
Fish, (dried).....	8, 736 pounds	341 00	25, 312 pounds.....	989 00
Fish, (pickled)	53 barrels	426 00	144 barrels	1, 157 00
Gin and whiskey	460 gallons	407 00	3, 817 gallons	3, 379 00
Lard.....	3, 696 pounds	432 00	42, 784 pounds.....	5, 006 00
Lumber	156 M feet.....	2, 677 00	735 M feet	12, 614 00
Meat, (salted).....	23, 968 pounds	2, 732 00	254, 688 pounds	29, 035 00
Peas and beans.....	63 bushels.....	77 00	1, 810 bushels	2, 213 00
Rice	3, 920 pounds	133 00	386, 288 pounds	13, 094 00
Rum.....	1, 448 gallons	1, 543 00	4, 740 gallons	5, 050 00
Shingles	41 M	300 00	314 M	2, 294 00
Soap	3, 472 pounds	253 00	74, 592 pounds	5, 429 00
Tobacco, manufactured.....	896 pounds	138 00	11, 424 pounds.....	1, 762 00
Tobacco, unmanufactured.....	.....	.....	3, 920 pounds.....	580 00

FRENCH DOMINIONS.

PARIS.

DECEMBER 31, 1856.

There are no statistics, or any facts whatever to be obtained, upon which to found a report or form an idea of the commerce of Paris with the United States.

All that comes under my notice are the invoices presented at this consulate to be certified, and in these I have observed a considerable falling off of late, particularly in the expedition of manufactures and French products on French account to California, which, during the last six months, have nearly ceased altogether, and I am informed that several French houses contemplate the giving up their branch establishments at San Francisco, owing, doubtless, to the recent unsettled state of affairs in that quarter.

MARSEILLES.

OCTOBER 26, 1857.

No commercial town of Europe excites more interest at the present moment than Marseilles. Founded by a colony of Phœnicians more than 500 years before the birth of our Saviour, it has occupied no insignificant place in history during the long period which has elapsed since that event. However, I do not propose to speak of her alliance with Rome, of the pride or independence of her ancient republic, of her successful defences against her divers enemies, nor of the tragic part she played in the old revolution, but I desire to speak of her present importance and her future commercial greatness.

Without giving the facts upon which such an opinion is based, it might be thought inconsiderate to say that, within thirty years from to-day, Marseilles will have eclipsed Liverpool, and will rank as the first commercial town of Europe.

One of the best means of judging of the prosperity of a city is by the increase of its population; and the following table shows that the population of Marseilles was three times greater in 1856 than in 1813; and if its present augmentation continues, in less than twenty years it will number half a million souls:

Population of Marseilles.

1813	80,000 souls.
1818	102,000 "
1822	120,000 "
1832	145,000 "
1837	158,000 "
1846	183,000 "
1851	195,000 "
1856	250,000 "

Although the foregoing figures indicate much, both as to the present and the future, yet there are other facts which speak in a language still more emphatic. In 1842, three thousand nine hundred and forty-nine (3,949) vessels, measuring five hundred and ninety-eight thousand five hundred and fourteen (598,514) tons, entered this port; while, in 1856, the entries amounted to six thousand two hundred and thirty-seven (6,237) vessels, measuring one million three hundred and eighty-seven thousand one hundred and ninety-nine (1,387,199) tons;

showing an increase of seven hundred and eighty-eight thousand six hundred and eighty-five (788,685) tons.

But what will appear surprising to those who have not well considered or been well informed upon the subject is the fact that the tonnage of Marseilles for 1856 exceeded the aggregate tonnage of Havre, Bordeaux, Nantes, and Rouen, for the same period, by one hundred and three thousand three hundred and seventy-seven (103,377) tons!

In 1840 there were only forty steam vessels engaged in the trade of Marseilles, while in 1856 there were one hundred and seventy-three, or more than quadruple the number of 1840.

Nor does the prosperity of Marseilles alone depend upon her commerce, for it is not less remarkable as a manufacturing than as a commercial town. But space will not permit me to give a correct idea of the amount of manufactures produced in this city; however, a simple statement of their number may give some notion of their extent. There are:

- 7 sugar refineries.
- 6 sulphur refineries.
- 48 soap factories.
- 37 seed oil mills.
- 6 mills for purifying olive oil.
- 40 establishments for curing fish.
- 23 establishments for drying fruit.
- 43 foundries.
- 2 establishments for extracting silver from the Spanish lead.
- 23 establishments for making artificial flowers.
- 13 establishments for washing wool.
- 13 establishments for making vermicelli.
- 4 glass factories.
- 1 silk factory.

And to them may be added the usual complement of blacksmiths, copper-smiths, tanners, wagon makers, shoe and boot makers, &c.

It will be observed that one of the leading branches of industry is the manufacture of seed oils, the process of which I fully explained in my despatch No. 20, bearing date June 2, 1857; and I will here confine myself, simply stating the amount of oleaginous seeds imported during divers years since 1832.

Importation of oil seeds for Marseilles.

1832.....	1,046 tons.
1840.....	16,784 "
1847.....	50,777 "
1854.....	63,209 "
1855.....	71,911 "
1856.....	99,720 "

Showing an excess of importation of oil seeds in 1856 over 1832 of ninety-eight thousand six hundred and seventy-four tons.

There is no reason why the seed oils should not be as successfully manufactured in the United States as in France. The Carolinas could furnish an unlimited supply of peanuts, from which sufficient oil could be expressed, not only for home consumption, but also for exportation.

The seed oils are used for burning, making soap, and the best quality for cooking and eating.

As will appear from the following table, the exportation of soap from Marseilles was nearly one-half less in 1856 than in 1852; and this remarkable decrease is most likely due to two causes. In 1852 France was in a state of revolution, and there was a general panic among merchants and manufacturers, and large exportations were made as a means of security to property; and since then the manufacture of soap has become more general in France, and consequently the demand has been less on Marseilles.

The following table shows the extent of the exportation of soap for divers years since 1840:

1840.....	3,598 tons.
1842.....	4,034 “
1851.....	6,418 “
1852.....	8,545 “
1855.....	5,865 “
1856.....	4,061 “

In 1856 there was exported from all France thirty-five thousand five hundred and seventy-five (35,575) tons of refined sugar; of which amount twenty-five thousand nine hundred and thirteen (25,913) tons was refined at and shipped from Marseilles, being an increase over 1840 of twenty-one thousand three hundred and forty-one (21,341) tons.

But nothing better illustrates the rapid growth of Marseilles than the fact that in 1840 the total value of merchandise in entrepot was two hundred and eleven million francs, while in 1855 it amounted to three hundred and forty-eight millions of francs; or, in other words, there were one hundred and thirty-seven million francs more merchandise in entrepot in 1855 than in 1840.

But if the commerce of Marseilles is great now, what must it become when the Isthmus of Suez is pierced by a canal, and the greater portion of the vast trade of India and China finds its way into Europe through the port of Marseilles? And when that day arrives, as arrive it must, will not even the English merchants, engaged in the India and China trade, find it to their interest to have their goods and valuable cargoes debarked at Marseilles and forwarded by rail to the Channel, thereby saving from twenty to twenty-five days, and in a degree robbing their neighbors of the advantages resulting from the canal? In consideration of these facts, it requires no power of prophecy to foretell that before the lapse of a third of a century Marseilles will occupy the first place among the commercial cities of Europe.

The foregoing facts have been derived from sources entirely worthy of credit.

NOVEMBER 2, 1857.

It frequently happens that American vessels chartered by French citizens and bound from the ports of India or other distant countries for Marseilles experience bad weather, whereby a leak is sprung, and the vessel compelled to put into the nearest port to repair; and heavy charges and expenses are incurred in discharging and reloading the cargo, for warehouse charges and the additional expense incurred for the wages and the nourishment of the crew. In England, as in the United States, all of these expenses are recognized under the head of general average, subject to distribution among the ship owners, underwriters, and freighters, inasmuch as the expenses are incurred for the mutual benefit of all.

But the Tribunal of Commerce at Marseilles has decided that all expenses so made constitute

particular and not general average, and hence must be borne by the ship. That this doctrine will be productive of great evil there can be no doubt; for it is a powerful inducement for the captain to throw his cargo overboard before going into port, or to let his vessel go down when he can safely do so, thereby throwing the loss on the underwriters.

The ship "Moses Taylor," Captain French, now in this port, arrived from India; was compelled to put into the Cape of Good Hope in consequence of having sprung a leak, which endangered alike the vessel and the cargo. The expenses of discharging, warehousing, reloading, &c., amounted to twenty thousand dollars, which, according to the doctrine of the Tribunal of Commerce of Marseilles, affirmed by the decision of the superior court of Aix, must fall on the ship.

The ship "Currituck," now on the way from India, has likewise suffered from the fortune of the sea, and been compelled to put into an intermediate port to discharge and warehouse her cargo, repair, reload, &c. &c., before she can, with safety to the cargo and the vessel, proceed to sea.

It would be well could this evil be remedied by a clause in a commercial treaty, defining what should constitute general and what particular average; but if this be impracticable I would respectfully suggest that this matter should be alike understood by ship owners and underwriters, that they may act accordingly.

NOVEMBER 16, 1857.

By a late decree the Emperor has authorized the exportation of wheat, which must greatly prejudice the American market. England has always given the preference to France, when the latter has had grain to spare, and this must ever be the case, in consequence of the nearness of the two countries, the better knowledge of prices, and the amounts to be obtained; and if our producers wish to sell they must be prepared to do so at a reduced figure.

For the first time in several years, grain will be exported from France; and although this may increase the price of breadstuffs, it will cause the importation of vast quantities of English gold, which must tend to give stability to the monetary affairs of the empire, but which may not be sufficient to prevent a revulsion, however. I do not undertake to predict how France may ride the storm which is so seriously racking the commercial interests of other nations. For the last five or six years she has advanced with giant strides, and it remains to be seen whether she has overtaxed her powers of endurance.

LYONS.

OCTOBER 8, 1857.

In compliance with instructions received from your department, I have the honor to submit the following as the annual report from this district:

The duties of this office were by me commenced on the 6th day of August, 1857; therefore only a fraction of a quarter has been by me discharged.

No data is to be found of the prices of merchandise exported to the United States, published and revised weekly or monthly by the Board of Trade, either in Lyons or this district; hence the information so desirable to aid the collector of customs to acquire a correct knowledge of the value of articles shipped from this port to the United States is found to be impracticable, other than from the bill of shipments thus made, which are verified before the consul by the owner.

The great variety of silk goods manufactured for the trade of the United States, varying in quality and style, produces prices equally variant, all combined to make any uniform price of such goods very difficult, if not wholly impracticable.

This district is the great mart for cultivating the grape for the manufacture of wine, an article very extensive in commerce with the United States, all of which is exported from Havre or Marseilles, the shipping ports of France, when the amount is correctly defined.

There is a general complaint by the silk manufacturers that the trade with the United States is less this autumn than in the season preceding, which the merchants assign to the disturbed state of finance in America impairing confidence of credit; but all appreciate the importance of the trade with the United States, as all-important to maintain their business successfully.

The price of freights from this to Havre, by railroad, is 34 f. per 100 kilogrammes, or \$6 77 for 200 pounds.

The amount of imports from the United States is not here stated by the Board of Trade; therefore no data is found for the same. All such articles are entered at the shipping ports; hence all are treated as of domestic growth.

No capital of citizens of the United States is here employed in any industrial pursuits, to my knowledge, nor do I think any is so invested.

N A N T E S .

APRIL 23, 1857.

Since my last information with despatches Nos. 8 and 10 no material change has taken place in the commercial system of France; no decrees of importance have been issued; the only one that could be taken notice of was issued on the 11th of last February. It permits the distillation of rice, which was, like all other alimentary substances, strictly forbidden. This may lead to activity in the commerce of that article.

The dock at St. Nazaire is almost finished, and most all the large ships go there to unload their cargoes, though the entrance may still be further improved. At the high tides ships drawing 18 and 19 feet may enter it. At this moment we have some of our large United States vessels unloading their cargoes there. It is said that another dock next to this will be made very soon.

JULY 11, 1857.

Since my last communication, No. 14, the commercial system of France has been subject to no change. Some few decrees have been issued; the most important one, in regard to the commerce of Nantes, is that of the 7th of March, which authorizes St. Nazaire, "where is situated a fine large dock, and where all the large vessels bound to Nantes discharge their cargoes," to receive goods from anywhere, except from the French colonies, paying more than 20 francs duty per 100 kilogrammes, or 224 pounds of our weight, and as the railway to St. Nazaire is expected to be ready by the end of this month, those goods may be sent direct from St. Nazaire to Nantes, Paris, or anywhere else. A decree of the 4th of April admits, free of duty, groundnuts, (arachides,) if imported by French vessels or by vessels of the country of production, on condition, however, to re-export them, converted into oil.

On the 18th of April a law was approved by the Senate modifying a great number of articles

of the tariff of France, and admitting a number of articles free of duty. A decree of the 25th of May modifies, for the present, the duties on sulphur.

A most extraordinary advance on the sugar market in France (which has not been the case for these thirty years) exists now on that article ; in March, the prices were 138 francs the 100 kilogrammes, or 224 of our pounds ; in April, 150 francs ; in May, 174 francs ; and at the end of June, 168 to 169, francs as you will see by the four price currents inclosed ; this is owing, it is said, to the colonies having produced less sugar, and that a quantity of the red beet in the north of France has been distilled into spirits ; but I believe that speculation has its share of it, for several ship owners have sent their vessels even in ballast, and some with mules only, to buy sugar in the colonies, and to that purpose had great sums of money on board. England, it seems, is greatly in want of sugar, for eight large French vessels, arriving at St. Nazaire from the colonies, have been sent direct to England. The ship owners of this place have made a great deal of money on that article.

Some large vessels have been built at this place for Havre and for Nantes, and two large vessels, one American, the *Isis*, of Beverley, and one British, have been bought here by French houses.

It is said here that a commercial treaty has been signed between Russia and France, but nothing official relating to it is as yet known at Nantes. The grain and wine crops stand beautiful, and it is expected that the prices on those articles will fall considerably, if no unforeseen accidents arrive before they are gathered.

BORDEAUX.

NOVEMBER 20, 1857.

I have the honor, in conformity with section 153 of consular regulations, to transmit to you my report, ending September 30th, in respect to the trade of Bordeaux for the first nine months of this year, commencing 1st January and ending 30th September, inclusively. The commercial statistics I have obtained from the custom-house of Bordeaux, and they are authentic. The weights and measures I have reduced to the standard of the United States, all of which I submit in the following inclosed manner :

Inclosure No. 1. The full and general imports at this port for the first nine months of 1857.

Inclosure No. 2. The wine exports.

Inclosure No. 3. The brandy exports.

Inclosure No. 4. The exports with and without drawback.

The above lists show not only the total amount of imports and exports, but also the comparative increase and decrease of the same during that period, for 1856 and 1857. These figures, in establishing accurately the importance of the commerce of this port, do not require, I believe, any additional comments respecting the subject of their exposition.

As specially relates to the American imports and exports to and from this port, I beg to refer you to the quarterly returns furnished by this consulate, and which fully embrace all the information relating thereto.

Wine is the principal staple production of this consular district, and although the general wine crop of the wine growing districts of France has yielded this year an average of 50 per cent. of an ordinary good yield, yet in this department of the "Gironde," particularly the "Medoc," or the first growth wine district, has not exceeded over one-third of an ordinary good yield ; on

account of this, it will not be surprising to know that, while the ordinary qualities of wine have a tendency to decline in their quotations, the stock on hand having been abundantly supplied by the last vintage, the fine growth wines will not probably decline from their present standard, more especially as it is generally conceded the last vintage in quality far excels previous ones. The prospects now are that the vintage of 1838 will still be more abundant, as the disease of the grapes is rapidly disappearing under the effects of the continued treatment of the vine by sulphurous applications, and which appears to be the most approved of the various methods heretofore employed.

In referring to my predecessor's report to your department under date of 29th November last, I find no changes have occurred affecting the existing commercial system of this country, with the exception of the following late decrees of the Emperor, and which relate more particularly to American interests, namely: 1st, the prorogation of the reduced tariff on all kinds of grain and flour until the 30th September, 1858, by decree of 22d September, 1857; 2d, decree of the 17th October last also extends to the 17th October, 1858, the law relative to the purchase of foreign vessels and putting them under French colors; and, finally, by a recent decree of the 10th instant the French government has thought advisable to annul the prohibitory decrees on the exportation of flour, grain, and potatoes, and removing also the interdiction existing previously of the distillery of grain and all other mealy substances. The recent measure adopted by the French government results from the large and abundant yield of this year's wheat and grain crop generally in France. It may, indeed, be surmised that the liberal dispositions of the law on the affranchisement of the duties on wheat and grain will probably remain in force for a long period to come, as the recent decree is promulgated, notwithstanding an abundant crop, more than sufficient for the demand and consumption of the country. On the other hand, the protective system, as heretofore established, has certainly not resulted in rendering wheat and grain producing France more independent from foreign grain producing countries, since several economists have proved most conclusively that France was better provided with her own stock of grain previous to the application of the prohibitory duties on foreign grain importations.

Business at present at this port is completely null, and freights for the United States are nominal. The last few vessels have partly cleared in ballast, in preference to taking \$1 per ton for New York, and \$2 for Philadelphia and New Orleans. There are at this time but two American vessels in port. The financial crisis in the United States is the chief cause of this complete stagnation of business, and the effects, it is feared, may yet continue for several months to come. In addition to the discouraging state of affairs in the United States, the war in India, and the late measure of the Bank of France advancing the rate of discount to 10 per cent., have paralyzed commercial transactions in this country, and is seriously affecting the interests of Bordeaux, as well as of all other important localities.

It is to be hoped that while, commercially speaking, France is under the fearful influences of an approaching financial crisis, the late report of the Minister of Finances to the Emperor will prove as satisfactory and conclusive as it is encouraging in respect to the financial state and resources of the country, and that it may contribute to allay the fears and the unfavorable impression caused by the late enactments of the Bank of France.

By the accompanying statistics of imports and exports of this port, as you may observe, our commercial intercourse with Bordeaux is very important, and the export of wines and brandies shipped at this port alone for the United States far exceed those for any other country. The

completion of the great central railway connecting Bordeaux with the Mediterranean, and ultimately with the Rhine, will, no doubt, at a very proximate period, make this port a point of transit, for it is obvious the advantages of its position on the Atlantic will offer great inducements to the interior country in sending its exports for shipment here, and also it may prove a profitable port of embarkation to many classes of emigrants who, on account of direct steam communication, have preferred Havre and Southampton. These advantages, of no small importance, have for some time past been a matter of due consideration to the Emperor's government, always regardful of promoting the interests of the country, and of giving every commercial locality of importance an equal share of its imperial patronage. Thus, in the recent distribution of the French steam lines, which receive subsidies from the government, Bordeaux is included jointly with Marseilles for the line to Brazil and La Plata, under the direction of the company called "*Messageries Imperiales*," the successful projectors of the Mediterranean line of steamers running to the Italian and Spanish ports. The Bordeaux and Marseilles line of steamers will comprise seven large steamers of 450 horse power each, and four smaller steamers of 200 horse power, leaving alternately each port, making, say two departures a month. This line receives an appropriation of 4,700,000 francs per annum from government.

The port of Nantes will also run a line of steamers to the West Indies and Gulf of Mexico, with a yearly appropriation of 8,000,000 francs; but, on account of the questionable responsibility of the parties presented to the government to be the directors of the line, no positive arrangements have been made for either the lines of Nantes or Havre, the latter port having petitioned for a line to New York, and the government not allowing over 3,300,000 francs as a yearly appropriation, and exacting a speed of no less an average than that of the American lines. It is therefore doubtful whether the Havre line will be carried into execution, at least on the present inadequate conditions. It is a subject of surprise that the attention of the French government, as well as individual enterprise, was not directed in this division of transatlantic navigation to the projection of a line running from Bordeaux or Nantes to some southern port of the United States, and the general inference is that such a line would meet with great encouragement on both shores of the Atlantic, and would, perhaps, eventually prove the most successful if aided by a reasonable subsidy.

I respectfully submit the accompanying statistics.

Statement of wine exports.

Countries.	First 9 months of—		Difference.	
	1857.	1856.	Increase.	Decrease.
Russia, Black Sea.....gallons.....	50,359	46,310	4,049	-----
Russia, Baltic.....do.....	280,225	322,226	-----	42,001
Sweden.....do.....	11,224	16,937	-----	5,713
Norway.....do.....	8,052	34,183	-----	26,131
Denmark.....do.....	67,702	55,321	12,380	-----
German Confederation.....do.....	415,559	517,274	-----	101,715
Netherlands.....do.....	657,102	522,430	134,672	-----
Belgium.....do.....	638,422	629,399	9,023	-----
Hanse Towns.....do.....	583,716	490,789	92,927	-----
Hanover.....do.....	149,694	129,000	20,694	-----
England.....do.....	408,618	316,719	91,899	-----
Austria.....do.....	14,683	16,862	-----	2,179
Spain.....do.....	13,107	1,595	11,512	-----
Turkey.....do.....	-----	27,946	-----	27,946
Algiers.....do.....	14,490	43,020	-----	28,530
Africa, (British possessions).....do.....	522,642	345,448	177,194	-----
India, (British possessions).....do.....	35,212	131,798	-----	96,586
India, (Dutch possessions).....do.....	55,522	26,454	29,068	-----
Philippine Islands.....do.....	-----	2,865	-----	2,865
India, (French settlements).....do.....	55,264	23,608	31,656	-----
China, Cochin, and Oceanica.....do.....	51,328	40,562	10,766	-----
United States, (Atlantic).....do.....	1,090,659	1,364,141	-----	273,482
United States, (Pacific).....do.....	337,270	274,484	62,786	-----
Hayti.....do.....	-----	1,979	-----	1,979
America, (British possessions).....do.....	25,579	15,728	9,851	-----
America, (Spanish possessions).....do.....	71,672	73,983	-----	2,311
America, (Danish possessions).....do.....	8,730	8,883	-----	153
America, (Dutch possessions).....do.....	2,168	1,754	414	-----
Brazil.....do.....	102,831	50,196	52,635	-----
Mexico.....do.....	115,371	80,498	34,873	-----
Venezuela.....do.....	27,703	21,208	6,495	-----
Lower Peru.....do.....	82,961	105,381	-----	22,420
Chili.....do.....	32,275	166,685	-----	134,410
Rio de la Plata.....do.....	419,149	162,829	256,320	-----
Uruguay.....do.....	252,187	403,457	-----	151,270
Equador.....do.....	11,968	11,222	746	-----
Guadaloupe.....do.....	81,830	133,047	-----	52,217
Martinique.....do.....	92,566	108,912	-----	16,346
Bourbon.....do.....	369,294	226,619	42,675	-----
St. Lou's.....do.....	61,266	129,978	-----	68,712
Goree.....do.....	70,607	53,347	17,260	-----
Guiana, (French).....do.....	15,391	29,961	-----	14,570
St. Pierre Miquelon, (N. F.).....do.....	7,153	7,309	-----	156
	8,311,558	7,662,546	1,109,895	1,031,692

Statement of brandy exports.

Countries.	First 9 months of—		Difference.	
	1857.	1856.	Increase.	Decrease.
Russia, Black Sea.....gallons.....	673	1,135		462
Russia, Baltic.....do.....	8,993	6,491	2,502	
Sweden.....do.....	12,333	7,150	5,183	
Norway.....do.....	2,043	5,201		3,158
Denmark.....do.....	1,951	12,038		11,087
German Confederation.....do.....	3,545	12,577		9,032
Netherlands.....do.....	11,651	9,361	2,290	
Belgium.....do.....	7,537	10,094		2,557
Hanse Towns.....do.....	16,255	23,475		7,220
Hanover.....do.....	518	1,351		833
England.....do.....	51,185	55,377		4,192
Portugal.....do.....		2		2
Austria.....do.....	280	766		486
Spain.....do.....	2,373	96	2,277	
Algiers.....do.....	7,479	28,924		21,445
Turkey.....do.....		2,412		2,412
Egypt.....do.....		1		1
Africa, (English possessions).....do.....	20,155	6,323	13,832	
Africa, (western coast).....do.....		54		54
India, (English possessions).....do.....	46,823	69,699		22,876
India, (Dutch possessions).....do.....	8,859	1,990	6,867	
India, (French possessions).....do.....	1,089	1,354		265
Philippine Islands.....do.....		144		144
China, Cochin, and Oceanica.....do.....	66,806	27,911	38,895	
United States, (Atlantic).....do.....	319,084	424,953		105,869
United States, (Pacific).....do.....	53,934	40,431	13,503	
Hayti.....do.....		266		266
America, (British possessions).....do.....	5,232	2,898	2,334	
America, (Spanish possessions).....do.....	5,506	13,768		8,262
America, (Danish possessions).....do.....	1,943	1,325	618	
America, (Dutch possessions).....do.....	575	896		321
Brazil.....do.....	2,123	701	1,422	
Mexico.....do.....	11,259	10,009	1,250	
Venezuela.....do.....	2,724	3,910		1,186
Lower Peru.....do.....	13,424	15,040		1,616
Chili.....do.....	1,965	11,760		9,795
Río de la Plata.....do.....	10,621	5,514	5,107	
Uruguay.....do.....	7,155	13,462		6,307
Equador.....do.....	5,667	1,257	4,410	
Guadaloupe.....do.....	554	537	17	
Martinique.....do.....	7,014	4,390	2,624	
Bourbon.....do.....	2,388	2,023	365	
West coast Africa, St. Louis.....do.....	3,511	6,147		2,636
West coast Africa, Goree.....do.....	3,130	834	2,296	
French Guiana.....do.....	482	817		335
Newfoundland, St. Pierre Miquelon.....do.....	434	1,965		1,531
Madagascar, St. Mary's.....do.....	299		299	
	722,578	846,779	106,791	224,350

Statement of exports.

Description of goods.	First 9 months of—		Difference.	
	1857.	1856.	Increase.	Decrease.
<i>Without a premium.</i>				
Dyed silks.....pounds.....	54	540	-----	486
Ordinary wine.....gallons.....	8,361,558	7,662,546	649,062	-----
Brandy, (grape juice).....do.....	729,578	846,779	-----	117,379
Silk stuffs.....pounds.....	6,922	7,058	-----	136
Coined gold.....do.....	64	-----	64	-----
Coined silver.....do.....	6,350	9,526	-----	3,176
Glassware.....do.....	1,577,892	1,800,612	-----	222,720
Thistles, (for carding cloth).....do.....	-----	77,872	-----	77,872
Fur hats.....(value in dollars).....	\$52,067	\$71,240	-----	\$19,173
Oil cakes, (for cattle feed).....pounds.....	1,167,432	2,621,322	-----	453,900
Seeds.....do.....	604,670	1,014,832	-----	410,162
<i>With a premium, or drawback.</i>				
Refined sugar.....pounds.....	1,882,492	330,946	1,551,546	-----
Salt provisions.....do.....	298,434	278,342	20,092	-----
Woolen stuffs.....do.....	25,064	48,356	-----	23,292
Cotton stuffs.....do.....	94,728	112,482	-----	17,754
Codfish.....do.....	403,864	457,050	-----	53,186
Glass bottles.....number.....	8,900,984	9,392,306	-----	491,322

Statement of imports.

Description of goods.	First 9 months of—		Difference.	
	1857.	1856.	Increase.	Decrease.
Hides, raw.....pounds.....	417,580	277,070	140,510	-----
Hides, dry.....do.....	364,494	320,866	43,628	-----
Sugar, (French colonies).....do.....	22,580,603	21,847,812	732,791	-----
Sugar, (foreign countries).....do.....	6,854,176	4,119,784	2,734,392	-----
Cacao.....do.....	669,286	977,816	-----	308,530
Coffee.....do.....	5,218,650	5,312,060	-----	93,410
Pepper.....do.....	1,387,980	1,277,148	110,832	-----
Olive oil.....do.....	845,570	720,338	125,412	-----
Dye-wood.....do.....	6,482,914	5,698,688	784,226	-----
Raw cotton.....do.....	945,504	1,293,990	-----	348,486
Pit coals, for (steamboats).....do.....	16,392,586	8,909,086	7,483,500	-----
Pit coals, (other uses).....do.....	290,320,348	181,703,138	108,617,210	-----
Nitrate of potash.....do.....	3,296,124	1,087,178	2,208,946	-----
Nitrate of soda.....do.....	1,319,990	1,560,636	-----	240,646
Cochineal.....do.....	70,230	90,336	-----	20,106
Indigo.....do.....	866,818	767,240	99,578	-----
Wines.....gallons.....	355,693	236,800	118,893	-----

STATEMENT—Continued.

Description of goods.	First 9 months of—		Difference.	
	1857.	1856.	Increase.	Decrease.
Alcohol, (pure) -----gallons -----	1,465,539	940,817	524,722	-----
Iron rails. -----pounds -----	2,906,998	42,920,262	-----	40,013,264
Guano, in French vessels -----do -----	5,908,880	3,842,060	1,066,820	-----
Guano, in foreign vessels -----do -----	5,608,274	1,943,592	3,664,682	-----
Tobacco in leaf -----do -----	937,130	1,677,688	-----	740,558
Tobacco, manufactured -----do -----	5,324	4,320	1,004	-----
Timber, (beams) -----cubic feet -----	64,395	20,130	44,265	-----
Timber, (planks) -----feet -----	12,653,100	5,206,704	7,446,396	-----
Staves -----number of pieces -----	3,078,800	1,238,392	1,840,408	-----
Tallow -----pounds -----	167,752	282,457	-----	14,705
Salt meat -----do -----	432,114	93,722	338,392	-----
Grain and flour of all kinds -----do -----	42,732,154	26,462,960	16,269,194	-----

ALGIERS.

NOVEMBER 20, 1857.

The conquest of this country is now complete; the expedition of the past season having brought all the Kabyle tribes under subjection.

A submarine telegraph was successfully laid this autumn between the island of Sardinia and this continent, which completes the line with Europe. About 10 days since the first official despatch was transmitted by it from Paris, when it was placed at the service of the public.

SPANISH DOMINIONS.

MALAGA.

MAY 19, 1857.

I have the honor to transmit herewith a printed copy of a royal decree of the 13th instant, extending the free admission of foreign flour, wheat, corn, barley, and other cereals, excepting rice, until the 31st day of December next.

This measure is doubtless adopted in order to keep down the price of bread, and to prevent holders of grain from demanding exorbitant rates, which would have been the case had the free admissions of breadstuffs ceased in June.

Since my returns for the quarter ending 31st of March, there have been imported by American vessels 8,299 barrels of flour, 12,000 bushels of wheat, and 1,000 bushels of corn. The flour has been disposed of at from \$8 to \$9 per barrel, which pays a profit over and above the freight, and is a very favorable remittance. The corn and wheat will scarcely realize cost.

There is no old stock of raisins remaining for sale; some few thousand boxes yet on hand will go forward for account of the holders.

JULY 22, 1857.

The imports from the United States, for the quarter ending 30th June, consisting	
of flour, wheat, corn, and staves, amounted to	\$101,691
Also, 1,413 bales of cotton from New Orleans, per Spanish flag, valued at	82,000
Making the total value of American produce	<u>183,691</u>

The present state of this market is not favorable for the importation of breadstuffs ; although the stock is small, prices are quite low, owing to the coming in of an abundant crop of wheat and other cereals, which sell at moderate prices, in consequence of which three or four cargoes of wheat from the Black Sea have left after entering into port. This circumstance has caused a small reaction in price, but not sufficient to remunerate importers of foreign wheat, and it is very doubtful whether this market will be in a condition to give even paying prices for grain from the United States during the free admission, which expires on the 31st December next. American flour at present does not pay cost and charges ; the finer qualities may, however, suit later in the season.

The small crop of wine, and the limited demand for oil for export, keeps the stave business very dull.

The above mentioned articles embrace nearly everything imported from the United States by American vessels. The following are about the quotations of the day :

Red wheat, \$2 to \$2 40 per fanega, (equal to $1\frac{1}{2}$ bushels.)

White wheat, \$2 50 to \$2 90 per fanega.

Flour, superior, \$8 00 per barrel.

Flour, second quality, \$7 per barrel.

Staves, heavy pipes, \$135 per thousand.

Staves, light pipes, \$120 per thousand.

The export to the United States during the spring has been confined principally to lead, with some wine, mats, and other minor articles to fill up. The old stock of raisins has all been shipped off to the United States since 1st of July, amounting to some 6,000 or 7,000 boxes. The vintage will be rather later than usual ; but a large crop of Muscatels is anticipated, and I look forward to a very extensive trade with the United States during the fall months.

The last rate of freights to New York and Boston was \$6 per ton for lead, and from \$7 to \$8 for other articles.

There have been no royal orders or edicts affecting commerce, excepting the extension of the admission of breadstuffs to the end of the year.

SEPTEMBER 26, 1857.

I have the honor to transmit herewith a copy of a royal edict of the 16th of September, extending the period for the admission of foreign breadstuffs into the Peninsula—viz., wheat, flour, barley, corn, and other cereals—unto the 30th day of June next.

The wheat crop throughout Spain the past year has been a moderate one, and as there are no old stocks remaining, it will be necessary to reserve out of the present crop a sufficiency for planting. This, I presume, is one reason for extending the free admission ; and, secondly, to prevent holders from demanding exorbitant rates, and creating discontent by high prices of bread.

Malaga is not an extensive market for foreign grain, as there is only the immediate neighborhood to supply, and in this quarter bread made out of hard Spanish wheat (if to be had) is greatly preferred.

Cadiz and Barcelona are the principal ports for foreign grain and flour. The former supplies Seville, Cordova, and Estramadura, and the latter has the populous manufacturing districts of Catalonia, with the contiguous provinces; and in the city of Barcelona bread made of soft wheat is much liked.

The demand for wheat and flour from the United States has been quite limited for some time past; the importations have, however, been small.

American wheat has been selling slowly at \$3 to \$3 15 per fanega; $5\frac{1}{2}$ fanegas is equal to an imperial quarter; one and a half bushels Winchester about equals one fanega. American corn, last sales, at from \$1 90 to \$2 per fanega. Corn is sold by the heaped fanega, which is equal to two Winchester struck bushels. The present prices of grain scarcely realize cost and charges.

Flour is worth from \$7 50 to \$8 per barrel, according to quality; not much demand at present; the stock on hand small. The importations thus far have paid a freight and made a favorable remittance.

The export trade with the United States since the commencement of the month has been extremely active; eighteen American vessels, and about the same number of foreign, principally British, have been despatched.

The first few cargoes of fruit cost very high, owing to the competition to get off first vessels, say \$3 10 for layers, and \$2 60 for Muscatel M. R. The market has been falling from day to day, and prices are at present:

Muscatel raisins, in layers	\$2 25 per box.
Do. do... M. R.	2 00 "
Do. do... in casks of 100 pounds	8 00 to \$9 00
Grapes, scarce, per keg of 25 pounds	4 00 to 5 00
Lead, per quintal	4 45 to 4 50
Wine, Malaga, dry and sweet, per quarter cask	18 00 to 21 00
Lemons, per box	2 00
Mats, per dozen	2 40 to 2 50
Olive oil, per arroba, (25 pounds)	2 50 to 2 60
Licorice paste, per quintal	10 00 to 12 00

The Muscatel grapes have been abundant, and the M. R. raisin crop is large, and prices must keep receding. The wine and shipping grape has been very deficient. There are thirteen American vessels in port loading, and I anticipate an extensive trade to the United States to the end of the year.

Exchanges.—No transactions with the United States; it is difficult at any time to negotiate even small amounts.

On London, at 90 days' date, $51\frac{3}{4}$ pence per \$1.

MALAGA, *November 17, 1857.*

I have the honor to make the following report on the trade of this consular district with the United States for the year ending September 30, 1857.

On the 30th September, 1856, there remained in port, included in the returns of that period, ten American vessels. The arrivals during the year at this port were sixty-five; at Almeria, six vessels, three of which touched at Malaga, and are included in the above returns, leaving three, and making, altogether, seventy-eight vessels, the aggregate measurement of which was 18,868 tons. Of the first mentioned seventy vessels, there were despatched to the United States, fifty-five; to Sicily, seven; to Spanish ports, one; to Sardinia, one; to Constantinople, one; to St. Thomas, one; to Rio Grande, one; remaining in port on the 30th of September, 1857, eleven.

The imports of American produce, by American and foreign vessels, (including 4,313 bales of cotton by Spanish vessels,) amounted to \$646,674. Breadstuffs are declining everywhere, and this market offers but little inducement for shipments. Supplies of wheat and corn are arriving from France, Africa, and the Black Sea, and meet with a limited demand, there being a total absence of speculation. There have been recently no arrivals from the United States of flour and grain, and at present there are but little American on hand. Wheat may be quoted at \$2 50 a \$2 60 per fanega, equal to \$1 75 per bushel; corn, 80 cents to \$1 per bushel; superfine flour, \$7 a \$7 50 per barrel; but it would be difficult to force sales in large quantities, and there is no encouragement for extensive shipments. Staves are dull of sale, with a large stock; heavy pipe staves are nominal at \$130 per M.

The value of exports to the United States, by American and foreign flags, from this consular district, for the year ending September 30, 1857, amounted, as per approximate statements, to \$2,162,158; which exceeds any previous year by over half a million of dollars, and is more attributable to high prices than to an excess in shipments. Raisins have cost very high for twelve months past. The vintage of 1856 was very short, and transactions with the United States paid handsome profits. The Muscatel grape this season yielded fairly, but the holders of raisins demanded exorbitant prices, in consequence of the good results of the former shipments, together with the great reduction of the duty in the United State; and the early cargoes were despatched at a very high cost, and, from the advices received of first arrivals, large losses must be sustained. Prices opened at \$3 10 for American layers, and \$2 60 for M. R., but have been daily declining, and are nominal at present at \$1 85 for layers and \$1 60 for M. R., with but little demand. The Muscatel raisin crop, which is the most important in the trade to the United States, has been estimated (the last vintage) at over a million and a quarter of arrobas, or boxes, of which the shipments to the United States, (including about 50,000 boxes to Nova Scotia and Canada,) up to this date, approximate to 600,000 boxes; to France, England, and the north of Europe, 300,000, leaving the present stock at over 200,000. The balance has been consumed in the country, and used in making sweet wine, as a substitute for the wine grape.

Lead.—Extensive shipments have been made from this consular district to the United States, costing from \$4 40 to \$4 50 per quintal. The total number of tons approximates to 7,000; prices declining.

Wines.—The failure of the wine grape in a great measure, for two or three years past, has greatly enhanced prices.

Ordinary cargo wines.—Dry and sweet Malaga are worth from \$18 to \$20 per quarter cask, which in former years were current at \$7.

Oil.—The shipments of olive oil to the United States are limited. The crop is a very important one, and the present year shows a good yield; the market rate, \$2 25 per arroba, or 25 pounds. The new oil comes to market in December, and, when prices admit, large exports are made to France, England, Russia, and Prussia, from Malaga, Cadiz, and Seville, in the winter and spring. The consumption of olive oil throughout Spain is immense.

The financial distress in the United States has almost entirely suspended shipments, and within the last fortnight three vessels have been despatched for New York in ballast.

Freights.—The rates to the United States in the early part of the year was \$8 per ton on fruit, and \$5 and \$6 per ton on lead and wine, with five per cent. primage. The American vessels during the vintage are usually chartered out and back, and are selected for their sailing qualities. Freights by transient vessels have been extremely dull this fall, scarcely anything offering, even at low rates. At the present moment there is no employment for American vessels to any port.

The British (principally colonial vessels from Nova Scotia, Jersey, and Guernsey,) participate largely in the carrying trade to the United States; they arrive chiefly from England, (with cargoes of coal, coke, and machinery,) and from Gibraltar.

The next in importance are the Spanish vessels, which frequently touch at this port to fill up, (from Catalonia,) bound to the United States for cotton.

The culture of the sugar cane is increasing, and no doubt in a few years it will become extensive. The soil on this coast that produces the grape and garbanzos (chick peas) is adapted for raising sugar.

The cotton factories now established in this city will hereafter consume from 8,000 to 9,000 bales per annum. Two or three Spanish vessels trade between this port and New Orleans and Charleston for supplies.

The condition of Spain is prosperous. The crops for the last year throughout this country have been generally good, and have realized high prices. The rate of interest at Madrid is five per cent., and here and elsewhere six to seven per cent. per annum.

The political state of Spain is at present tranquil. The Cortes are to meet on the 30th December. Exchange on London, 90-day bills, 51*d.* per \$1. Exchange on Paris, 90-day bills, 5*fr.* 35*c.* per \$1.

It is impossible, at the end of September, to obtain returns of the foreign vessels arriving at this port, or any reliable statistical information, as all persons are engaged in the business of the vintage. I shall therefore defer the same to my report at the end of the year.

BARCELONA.

MAY 16, 1857.

The Spanish government having prolonged, until the 31st December next, the exemptions previously accorded to all vessels arriving in Spain from foreign ports with flour, grain, beans, and other mealy substances, I deem it proper to state that the exemption from all duty, accorded both to the cargo and to the vessel that brings it, can only be enjoyed when the whole cargo consists of these substances. And whereas several instances have occurred of vessels being made to pay full duties in consequence of their having on board a few hundred staves, or other

trifle, I consider myself bound to report this fact, with the hope that it may thus be made known to all shippers of such articles, and to owners of vessels, so that, by complying with the strict rules enforced in the matter, the American interests may be more fully benefitted by the exemption than at present.

H A V A N A .

Government, Captain Generalship, and Delegated Superintendency of the Treasury of the ever faithful Island of Cuba.—Office of Secretary of Government.

Having seen the record of the proceedings instituted in consequence of a petition presented to this delegated superintendency of the royal treasury by the firm of Schnabelins & Company, for permission to import live fish from a foreign country free of import duties, but not free from navigation and port charges, and offering to sell such fish for one-half of the present price—

Having seen the report made upon this petition by the Office of General Management of Maritime Revenues, and the dependencies thereof, and the opinion of the public attorney and of the assessor of the treasury—

Having also examined what has been stated by the commander-in-chief of this naval station, and by his auditor—

Having examined the returns and other documents appended to the record, for the purpose of shedding as much light on it as possible, not only with respect to the fishing business of this island, but likewise with respect to the duties which the treasury now collects, and those which it may hereafter be entitled to collect upon the article in question—

Having seen what has been resolved by the Board of Tariffs and by the Superior Directing Board of the Treasury of the island—

Having seen the regulations of "Intendants," of 1786 and 1803—

Having examined the Custom-house Regulations of 17th February, 1847, and the Tariff of Customs of 10th March, 1853, the Royal Orders of the 28th of January and 28th June, 1851, and 27th May, 1852, and the Ordinance of Matriculation of 12th August, 1802—

I have resolved, in conformity with what has been decided by the above mentioned Boards of Tariffs and of the Directors of the Treasury, to permit the importation, under foreign flags, of live fish from foreign countries, free of import duties, and subject only to navigation and port dues; that this freedom of importation shall be enjoyed not only by the house of Schnabelins & Company, but by any other house or person that may desire to enter into that business, and that the importers shall enjoy entire freedom as to the selling price of the fish imported by them.

Let this resolution be communicated to her Majesty, with all the antecedents which occasioned the same; and until her sovereign approbation shall be obtained, let there be demanded from the importers of the article in question adequate security in relation to the import duties that may be established.

JOSÉ DE LA CONCHA.

HAVANA, *January 6, 1857.*

MARCH 23, 1857.

I have the honor to draw your attention to the paper herewith enclosed and marked No. 1, wherein you will learn that large quantities of guano of fine quality have been found upon various isles and cays on the south of the Island of Cuba, and thereto belonging. The banks

called the "Jardines" and "Jardinillos" are in the longitude of Matanzas. You will also see that the captain general has issued a decree authorizing the exportation of the guano upon payment of a duty of five dollars per ton. Captain Edward Green, the discoverer of the deposits, is still with the committee visiting the cays on the south of the island. He is an American shipmaster, resident of Baltimore, and was for some years engaged in the guano trade. I am assured that on two of the islands, only, nearly one million of tons exist. Neither the discoverer, nor Messrs. Tyng & Company, who applied for the exclusive privilege of exporting the guano, have thus far received any compensation for their discovery, which cannot fail to be of immense benefit to the agricultural industry of the island and of Spain, as well as to the royal treasury. The matter has been, I believe, referred to the government at Madrid. The "Diario de la Marina," of yesterday, that will go in the same bag with this, contains a leading article on the subject of this discovery of guano, which may be found interesting.

I beg leave to call your attention also to the paper herewith enclosed and marked No. 2, which is a decree of the captain general, reducing for six months, to be reckoned from 1st of April proximo, the import duties on Indian corn from 72 cents to 24 cents per 100 Spanish pounds.

There is a project in contemplation to reduce very materially the duties upon foreign wheat flour imported in this island. It is believed that the measure will be carried out, as it seems to obtain the approbation of the captain general superintendent, as well as of the corporation connected with the government. It is doubtful, however, that his excellency would take the responsibility of reducing the duty without having first received the approval of the supreme government.

I think that a general reduction in the tariff of imports is contemplated. The subject is agitated in the press, especially the "Diario de la Marina," probably with the consent of the superintendent, and other high officers of the exchequer.

I will keep the department advised of anything that may transpire touching a matter of so much interest to the commerce of our country.

[From the "Diario de la Marina."]

[Translation.]

According to a telegraphic despatch received by the house of Messrs. Charles Tyng & Co., the committee that went to look for guano, and Captain Green, arrived, on yesterday afternoon, at Trinidad, after having surveyed the various barren isles or cays of the bank called the "Jardines" and "Jardinillos," and after having found on them immense quantities of guano of fine quality; the expedition will proceed, on the "Conde de Venadito," (a small war steamer,) to examine the cays of the "Doce leguas," (twelve leagues,) to the Cape of Santa Cruz.

[From the official "Gazette," of Havana, Sunday, 15th March, 1857.]

[Translation.]

*Government, Captain Generalcy, and Superintendency General of the ever faithful Island of Cuba.—
Government Secretary's Office.*

Having seen the proceedings instituted in consequence of a petition of Messrs. Charles Tyng & Co., merchants in the city, soliciting the concession of exclusive privilege, with fixed

conditions, for the taking of guano from the "Jardines" and "Jardinillos" banks and adjacent cays; having seen what has been done by the general administration of maritime revenue, what has been stated by the intendency general of the royal exchequer, and what has been agreed upon by the supreme directory board, I resolve the following:

1st. The exportation of guano from the "Jardines" and "Jardinillos" banks and neighboring cays is hereby permitted until the ulterior determination of her Majesty's government. The vessels exporting the same must previously obtain at the custom-house of this capital, or at that of Cienfuegos, the permit of loading with guano, paying to the same the duty of five dollars per ton, besides the port and navigation dues that each shall be liable to.

2d. The introduction of guano, proceeding from those places into this island, and destined for consumption therein, is hereby declared free of duty.

JOSÉ DE LA CONCHA.

HAVANA, *March 12, 1857.*

Government, Captain Generalcy, and Superintendency Delegate of the Exchequer of the ever faithful Island of Cuba.—Government Secretary's Office.

In view of the *expediente* instituted on motion of the Royal Board of Improvement, Agriculture, and Commerce, upon the necessity and convenience of reducing, for some time, the duty levied upon foreign Indian corn on its importation into this island, in order to relieve the scarcity and dearness which exist in said grain, in consequence of the loss of the crop in various parts of the same; having heard the opinion of the official of the public exchequer, of the superior directing board, and of the board of superior authorities, I have deemed it expedient to resolve:

ARTICLE 1. The duty upon foreign Indian corn, on its importation into this island, is reduced to one-third of what is set down in the tariff in force.

ARTICLE 2. This reduction is limited to the term of six months, to be counted from the 1st of April, proximo. After the expiration of which term the import duties will be again those designated in the tariff.

JOSÉ DE LA CONCHA.

HAVANA, *March 17, 1857.*

[Translation.]

Government, Captain Generalship, and Delegated Superintendency of Treasury of the ever faithful Island of Cuba.—Office of Secretary of Government.

APRIL 6, 1857.

The general bureau of colonies has communicated, under date of the 30th of January last, to this government and captain generalship, by royal order, the following:

MOST EXCELLENT SIR: The minister of state says, under date of the 28th instant, to the minister of state and colonies, as follows:

"In view of the communication of your excellency of the 13th of September last, relative to the application in the provinces beyond the sea of what is prescribed in regard to intestate estates of foreigners dying in the peninsula by article 28 of the royal decree respecting foreigners, of the 17th of November, 1852, a circular, of which I annex a copy for your excel-

lency, has been addressed to the foreign diplomatic body residing at this court, making known that hereafter the same regulations will be observed in all the dominions of Spain with regard to the said matter of intestate and testamentary estates of subjects of other countries. By royal order I state this to your excellency, in reply to your said communication, requesting that you will be pleased to communicate as soon as possible the appropriate orders to the superior authorities of all provinces beyond sea, in order to prevent the difficulties which might arise from the regulation, to which reference has been made, coming to the knowledge of the foreign consular agents residing in those provinces before it became known to the said authorities. And the minister of her Britannic Majesty at this court having made known that he had information that the authorities of Cuba had not yet received the necessary orders to carry into effect said measure, her Majesty has been pleased to prescribe that I should lay it before your excellency, so that the said orders may be communicated by the next mail, in case this has not been already done. By royal order I make this statement to your excellency, and enclose the document which is cited for the purposes that have been indicated; and by the same royal order, communicated by the said minister of state and colonies, I transmit it to your excellency for your knowledge and its appropriate fulfilment, together with a copy of the circular which is mentioned."

And for the purposes prescribed by her Majesty, (whom God preserve,) I have ordered it to be published, together with the circular which is herewith published.

JOSÉ DE LA CONCHA.

HAVANA, *March* 27, 1857.

[Circular.]

FIRST DEPARTMENT OF STATE,

Commercial Bureau, Palace, October 7, 1857.

DEAR SIR: For the purpose of preventing disputes which frequently arise between the foreign consuls stationed in the Island of Cuba and the local authorities of that colonial province, in regard to the intervention of the former in the estates of intestates of their respective countries arising in that territory, it has been determined that the provisions of the 28th article of the royal decree respecting foreigners, of the 17th of November, 1852, in force only in the peninsula, shall also completely apply to the Spanish dominions beyond sea. Consequently, in all cases of abintestate death in said dominions of foreign subjects domiciliated or travelling therein, the local authorities shall, in conjunction with the consul of the nation to which the deceased belongs, draw up an inventory of the property and effects, and will adopt appropriate measures to place them in safe keeping until the lawful heir shall come forward, or his legal representative. In such intestate estates, as well as in testamentary estates, the courts of the country alone shall have cognizance of claims which may be made for a distraint of property for the payment of creditors, and of any other claim calling for the fulfilment of the obligations or responsibilities contracted in Spain, or in favor of Spanish subjects; but at such time, and in like manner, when, owing to the numerous liabilities, the intestate estate of a foreign subject is declared under control of a general meeting of creditors, or, owing to any other cause, said intestate estate acquires a litigious character, the local authorities shall act by themselves and exercise their jurisdiction according to law; the consul of the nation to which the deceased person belongs limiting himself to representing the heirs

who are absent, or minors, or are incapacitated, as any person would do who was provided with a regular power of attorney. Which I hasten to make known to your lordship, requesting you to communicate it to your government, that, I doubt not, will be able to appreciate the conciliatory views which have animated the government of her Majesty in adopting the measure I have mentioned. I avail myself, &c. Is conformable. There is a rubric. A copy.

DIAZ DE ARGUELLES,

Director General.

HAVANA, *March 27, 1857.*

A copy :

MANUEL AGUIRRE,

Commissioned Secretary of Superior Civil Government.

APRIL 9, 1857.

Slave and Coolie trade.—The ship Florida has arrived with 341 coolies, having lost 22 on the passage—17 by natural death, and 5 drowned. Two other American ships are soon expected to arrive at Havana with coolies.

In 1856 there were the following arrivals with coolies : three Spanish vessels with 892 ; seven English vessels with 1,846 ; four American vessels with 1,910 ; one Dutch vessel with 319 ; total, fifteen vessels, with 4,967 coolies.

During the first quarter of the present year there were four Dutch arrivals, 1,500 coolies ; one Peruvian, with 340 ; one American, with 341 ; and one British, with 435 ; total, seven vessels, with 2,616 coolies.

A correspondent at St. Paul de Loanda writes that the slave trade on that coast is now flourishing. It is said that five vessels have lately left with slaves. The Congo river and its neighborhood have been the headquarters, and American gold is now quite plenty there, having been brought in vessels which clear from New York—some for Cape de Verde, and some for Loanda—but which seldom arrive at those places.

DECREE.

Office of the Governor, Captain General, and Superintendent of the Exchequer of the ever faithful Island of Cuba.—Office of the Secretary of Government.

By royal order of the 5th of June last, and at the proposal of his excellency the governor superintendent of the exchequer of this island, her Majesty the Queen, (whom God preserve,) has been pleased to order that *coke* imported from foreign countries be considered in the same manner as mineral coal, for the effects of the royal order of 24th December, 1853, and consequently that upon its importation it shall enjoy the same exemptions granted to the latter article by the above mentioned royal order, and that of the 5th of May of the preceding year, which, by order of his excellency, is published for general information.

MIGUEL SUAREZ,

Secretary pro tem.

HAVANA, *July 23, 1857.*

AUGUST 7, 1857.

Since my last report, the Havana money market has experienced a very great crisis, brought on by wild speculations in shares of the various banks and other stock companies lately

established or about to be started. The consequences of such a state of things soon showed themselves; a panic suddenly took possession of the community, which ended in a run upon the banks, causing most of them to suspend payments. The Spanish bank (Banco Español de la Habana) would also have had to suspend if the government had not sent it \$1,000,000, which was followed up by large contributions from the mercantile houses, especially the foreign ones. Some of the banks are under a temporary suspension, and will, no doubt, resume payments immediately, as they are considered sound. By invitation of the captain general measures have been adopted by the merchants and proprietors to place a very large amount at the disposal of the "Banco Español," to enable it to relieve such of the others as are in a healthy or sound condition. It is to be hoped that confidence will soon revive. I transmit herewith a copy of the captain general's decree authorizing the "Banco Español" to raise a loan of \$6,000,000, for the purpose above stated.

In the meantime the market had become completely paralyzed. In sugars nothing has been done for the last week or more. The quotations given below are merely *pro forma*, and should be only considered as nominal. It is believed that prices will be lower when business is resumed.

<i>Cucuruchos</i>	12½ to 13½	reals arrobe.
Common yellows.....	13¾ to 14½	"
Middling yellows.....	14¾ to 15½	"
Fine yellows.....	15¾ to 16½	"
Superior yellows.....	17 to 19	"
Common whites.....	19½ to 20	"
Middling whites.....	20½ to 21½	"
Fine and superior whites.....	22 to 24	"
Muscovadoes.....	13 to 15½	"

The stock at Havana and Matanzas is estimated at about 275,000 boxes, 5,000 less than at this time in 1856, and 115,000 more than in 1855. The exports to the end of July were as follows:

	1857.—Hhds.	Boxes.	1856.—Hhds.	Boxes.
United States.....	112,170	166,840	77,843	165,510
United Kingdom and continent of Europe..	7,222	353,440	2,383	389,499
Mediterranean.....		53,908		70,446
Spain.....	91	156,995	826	148,240
Other ports.....	1,168	16,257	1,093	17,020
	<u>120,651</u>	<u>747,440</u>	<u>82,145</u>	<u>790,715</u>

MOLASSES.—The transactions in this article have been also to a very limited extent. The following quotations are nominal: Clayed, 10 to 10½ reals per keg of 5½ gallons; Muscovado, 11 to 11½. At 10 and 11 it is equal to 33 and 35½ cents per gallon.

The exports to the end of July were—

	1857.	1856.
United States.....	122,618	92,042
British Provinces.....	8,063	11,224
Great Britain.....	40,059	40,392
Number of hhds.....	<u>170,740</u>	<u>143,658</u>

The exports from Sagua la Grande, during the past seven months of this year, have been :
1857—35,513 hhds., 2,185 boxes sugars ; 12,672 hhds. molasses.

1856—30,815 hhds., 1,112 boxes sugars ; 9,888 hhds. molasses.

The stock there is 2,500 hhds. of sugar and 1,000 hhds. of molasses.

COFFEE.—Havana, common to good, (seconds,) \$14 75 to \$15 50 per 100 lbs., (Spanish.) Exports to the end of July.

	1857.	1856.
United States.....	....	13,913
Continent north of Europe.....	373	892
Mediterranean.....	2,985	
Spain.....	5,549	15,394
Other ports.....	1,203	2,428
Total of arrobes.....	<u>10,110</u>	<u>32,627</u>

HONEY.—Scarce ; 5 reals per gallon.

RUM.—White, \$56 ; colored, \$52 per pipe.

In *freights* very little has been doing. Last charters have been, for United States, \$4 to \$5 per hhd. ; 75 cents per box, sugars. \$2 to \$2 50 per 110 gallons of molasses. Cowes and a market, £2 to £2 5s. first class vessel ; £1 5s. to £1 10s. second class vessel.

Exchanges, consequent to the deranged condition of the money market, have fallen much, and are very unsettled. The following quotations are given by Messrs. Drake & Co., the leading house of this place : On London, 4 to 4½ per centum premium ; Paris, 7 to 8 per centum discount ; Spain, 3 to 4 per centum discount ; northern cities of the United States, sixty days' sight, 8 to 10 per centum discount ; New Orleans, short sight, 7 to 8 per centum discount.

Money is worth now 1 to 2 per cent. per month.

[Translation.]

Office of the Governor, Captain General, and Superintendent of the Exchequer of the ever faithful island of Cuba.—Government Secretary's Office.

HAVANA, August 6, 1857.

Taking into consideration what has been proposed by the board of directors of the "Banco Español de la Habana," and what was resolved upon by the committee of proprietors and merchants of this city, after hearing the royal audiencia, and, in conformity with its advice, I hereby authorize the "Banco Español de la Habana" to raise a loan of \$6,000,000, under the following basis :

1st. The bank may issue the \$6,000,000 of the loan in successive series, as it may deem convenient, and at such times as it may think proper.

2d. The emission of this loan shall be effected in bonds payable to the bearer, from \$100 to \$10,000 each.

3d. The payment of said bonds shall be made in cash, the reimbursement of both the principal and interest to be made in sixth parts, at six, seven, eight, nine, ten, and eleven months.

4th. The interest payable upon said bonds to be 10 per centum yearly.

5th. The bank is hereby authorized to collect upon all its operations until the final liquidation

of this loan, besides the discount fixed within the limits of its regulation or by-laws, a commission of 1 *per centum* as maximum, which it may diminish, at the judgment of the board of directors, when they shall consider that they may do so for the public benefit, taking into account the circumstances of the money market.

JOSÉ DE LA CONCHA.

OCTOBER 17, 1857.

DECREE.

Administration General of the Royal Maritime Revenue.

His excellency the superintendent general, by delegation of the exchequer, has been pleased to sanction the resolutions of the Board on Tariffs and of the Superior Directive Board of the Exchequer of 25th May and 23d June last, which contain the following orders :

1st. From the first of January next will cease the return of the tonnage duties, which, by virtue of the royal order of 27th May, 1846, is made to the consignees of vessels entering the ports of this island with cargo subject to that duty, and leave the same completely laden with molasses.

2d. Vessels entering in ballast, and leaving completely laden with molasses, will continue, however, exempt from the payment of tonnage dues.

And by order of the intendent general of the army and exchequer is made known to the commercial community for general information.

The Administrator General,
BONIFACIO CORTÉS.

HAVANA, *October 17, 1857.*

ST. JAGO DE CUBA.

NOVEMBER 10, 1857.

In reply to the circular to consuls calling for information, I have the honor to transmit to the Department of State the following answer :

The only commercial regulations existing between Spain and the United States known to me are contained in the treaty of 1795, the terms of which have been faithfully adhered to, so far as I am informed.

In regard to the commerce between the United States and this island, notwithstanding all nations pay the same *per centum*, calculated on the fixed prices of the articles laid down in the Spanish tariff here on import and export duties, still the result on the commerce of the United is heavier, owing to its being composed mostly of provisions too highly estimated in the tariff, though articles of the first necessity, consumed generally by the poor.

I call the particular attention of our government to the articles of sugar and flour, for, although both form part of the growth and production of the United States and Spain—and it is natural to expect that each government will protect its respective planters—still the duty charged by the government of the United States on sugars imported into the Union is not a prohibitory one, notwithstanding that sugar forms part of the production of the State of Louisiana, for the import duty on it is reasonable enough to enable Spanish sugars to be imported into the United States, while the Spanish government continues to levy the enormous

import duty of \$9 77 on every barrel of American flour brought in American vessels into this island, being, in fact, a complete prohibition, while Spanish flour, imported in Spanish vessels, pays here only \$2 25 per barrel; and, although the United States has lately deducted six per cent. on the import duty of sugar, still on the part of the Spanish government nothing has yet been done in favor of American flour.

The following are the port charges paid by all foreign vessels at this port, viz :

Fees of captain of the port, including inward pilotage.....	\$12 50
Government interpreter.....	2 00
Health fees, at 3 cents per ton.....	
Telegraph.....	4 00
Tonnage, at \$1 50 per ton, besides 1 per cent. for balance tax.....	
Custom-house interpreter.....	4 00
For every port entry on the manifest.....	2 00
Visit boat, if the vessel arrives loaded.....	5 50
Visit boat, if the vessel arrives in ballast.....	2 25
Permission to take in cargo.....	5 50
When leaving in ballast.....	2 25
Light-house, 6¼ cents per ton.....	
For each day while discharging.....	5 50
Extract	50
Clearance, if loaded	8 00
Stamp paper.....	50
Wharf-master's fees.....	1 00
Wharfage, at \$1 25 per day for every 100 tons burden.....	
Stage hire, 6¼ cents for every plank per day, and 12½ cents for each spar per day...	
Moro pass	2 50
Passport	4 00
Bill of Health.....	6 00
Pilotage outward.....	4 00

Improvement for account of the Spanish government.

Two light-houses are to be erected: one on Cape Main, eastern point of this island, and the other at Cumberland harbor, about 50 miles to the eastward of this town, both to have the same height as that of Havana. A large market place in the most business part of this town, and a fountain on the Alameida, in the northern quarter of the city, have both been erected.

Private companies, with shares, have already commenced three railroads: one beginning at Cumberland harbor, and running through the numerous and valuable coffee and sugar plantations of that large district; another, called the "Savanilla and Maroto" railroad, starts from this city and passes also through rich sugar plantations, for the distance of 45 or 50 miles, to the northeast part of the district; and the third from this city to the village of "Caney," distant about five miles in an east direction.

A commercial bank, with a capital of \$450,000, is established in this city, and discounts good paper at the rate of 10 per cent. per annum.

Herewith you will find a statement of exports from this port to the United States, carried on in American vessels, consisting entirely of the growth, production, and manufacture of this jurisdiction, exported during the year, from 1st October, 1856, to 30th September, 1857, show-

ing an exportation of \$1,450,118 62. At the foot of said statement you will see the number of tons of copper ore exported by mines in operation at the village of "Cobre," situated about nine miles from this city, during nine months, from January to October, 1857; and also of copper ore sand, cleaned by the New York Ore Dressing Company, established near the said village of "Cobre," exported during five years and one month, from July, 1852, to August, 1857.

You will also find a statement showing the number of American vessels, of all classes, arriving at this port from 1st October, 1856, to 30th September, 1857; the number of tons of said vessels, and also the number of men composing their crews.

There is no price current printed here.

I forgot to mention, under the head of "Improvement," that a New York company had contracted to erect gas works for lighting this city.

ST. JOHN'S, PORTO RICO.

JULY 30, 1857.

I beg to transmit herewith copy of a royal order dated May 5, 1857, for the extinction of the Macuquina money that has been the circulating medium in this island, by the government changing it for Spanish money at the rate of \$112 50 Macuquina for \$100 Spanish. Also a copy of the circular issued by the captain general of the island, General Fernando Cotouer, dated 27th instant, putting said royal order in execution.

It is calculated there is almost a million and a half dollars of Macuquina in the island, and the loss in the operation of changing freights, expenses, opening, &c., &c., all included, is estimated at about 30 per cent., which is to be repaid by the island, and to provide the means an export duty is to be laid on produce, commencing on the 4th of August next, as follows:

On sugar	\$0 6¼ cents per 100 pounds.
On coffee	25 " " " "
On tobacco	37½ " " " "
On molasses	50 " per cask.
On rum	1 00 "

Which will be collected until the sum total is paid. The change will be beneficial to the island, but I fear, from the wording of the circular, it is intended to prevent the circulation of all foreign moneys as a legal tender, which will cause great inconvenience.

PORTUGUESE DOMINIONS.

LISBON.

U. S. LEGATION, April 8, 1857.

I inclose a translation of a publication, which escaped my attention at the time of its date, respecting the commercial regulations of Ambriz. The controversy between the Portuguese and British governments respecting the jurisdiction of the former over it and over a further extent of the coast to the northward of it, has been explained in former despatches. It is for the present suspended, by acquiescence by the latter in the Portuguese occupation of Ambriz,

accompanied by intimations that it must not be practically extended further to the north. On this occasion, the allusion made in the document inclosed to "the ports to the northward where there may not be custom-houses," did not fail to elicit from Lord Clarendon a despatch to the British minister here, in which he was directed to renew an intimation of the British non-recognition of the Portuguese asserted rights of jurisdiction north of Ambriz, and to express the hope that no further discussion would be raised between the two governments on that subject. Ambriz, it will be remembered, was occupied by the governor general of Angola by a sort of surprise, when no British cruiser happened to be on the spot. This government has managed to get tolerated by its powerful protector, in thus holding on to the *fait accompli*, though the latter was at first quite angry about it. Mr. Howard tells me that the British merchants at Ambriz have moved to the northward; which is, of course, for the motive of being able to carry on their trade free from the presence of a Portuguese custom-house.

[Translation from the "Diario de Governo," February 3, 1857.]

Section of Ultramar.

His Majesty the King, through the department of state of the affairs of the Marine and Ultramar, orders it to be communicated to the governor general of the province of Angola, for the information and for all suitable purposes, that, the minister of Her Britannic Majesty at this court having made various inquiries through the department of foreign affairs, in a note of 18th December last, respecting the provision of the decree of 6th October of the past year, by which was created a custom-house at the port of Ambriz, and the duties to be there collected regulated, the said inquiries were answered through this department in the form which appears from the despatch of which a copy is inclosed; and the said governor general must understand that the doctrine explained in that despatch is to be understood as equally applicable to all nations that trade in the district of Ambriz; which the governor general will cause to be published in the official bulletin. The Palace, on the 16th January, 1857.

SA DA BOUDEIRA.

Despatch referred to in preceding Protario.

MOST ILLUSTRIOUS AND MOST EXCELLENT SIR: In reply to your excellency's despatch of 20th December ultimo, inclosing a translation of a note of Her Britannic Majesty's minister at this court, of the 18th of said month, requesting various explanations respecting the provisions of the decree of October 6 of the same year, by which was created a custom-house at the port of Ambriz, and the duties to be there collected regulated, I have the honor to say to your excellency that I deem it proper that the inquiries presented by the British minister should be answered in the following manner:

QUESTION 1. If the merchandise imported at Ambriz before the 6th of October, 1857, but which existed in the factories at that date, are subject to any duty?

ANSWER. No. The 13th article of the decree, directing that the duties will only begin to be collected at the port of Ambriz a year after the publication of the said decree in the

"*Diario de Governo*," is understood in its broadest latitude by his most faithful Majesty's government, and will be so executed.

QUESTION 2. If any of those goods, being exported to any part of the coast, are subject to any exportation duty?

ANSWER. No. The 5th article of the decree only establishes exportation duties for goods, the natural or industrial products of the province. When, however, those goods should be exported from Ambriz to the other custom-houses of the said province, they will there pay the importation duties of the general tariff.

QUESTION 3. If the goods imported since that date, but subsequently re-exported to any part of the coast, will have the benefit of a restitution of the duties?

ANSWER. There is no restitution of duties paid. If the goods should be re-exported to other ports of the province, they will pay at the custom-houses thereof, for importation, the difference between the duties already paid by them at Ambriz and those to which they would be subject by the general tariff of the province, for which the despatches have to give (Article 9th of the Decree) the proper security. If, however, the goods should be re-exported for beyond the province, or for the ports to the northward where there may not be custom-houses, they will not have to give any security. If his Majesty's government should hereafter see fit to determine that the custom-house of Ambriz should be a custom-house of deposit, that will be the subject of a special decree and of suitable regulations.

It appears to me, moreover, that on this occasion it might be said to the minister of her Britannic Majesty, "That his most faithful Majesty's government in that decree, which will be suitably developed in the regulations founded thereon, had more in view to give at once the necessary guaranties of security and protection to commerce than to establish means of revenue for the State.

"That his most faithful Majesty's government is animated with the same liberal sentiments in its intention of making in the general tariff of the province of Angola the reductions it may be susceptible of, with a view to equalizing the duties in all the custom-houses of that province, a work to which attention has already been directed, and the importance of which, for commerce in general, and in particular for that of the nations with which Portugal is connected by treaties, her Britannic Majesty's government will know how to appreciate at its due value."

God guard your excellency. Department of State for the affairs of Marine and Ultramar, January 14, 1857. To the most illustrious and most excellent the Minister and Secretary of State for Foreign Affairs.

SA DA BOUDEIRA.

O PORTO.

FEBRUARY 27, 1857.

Having reason to believe that a report has been circulated among the farmers of the southern States of the Union, that new varieties of the olive tree, superior to those previously known, have been cultivated of late years in Portugal, and also in France and Spain, and that there is a desire for information on the subject among those farmers, I beg leave to acquaint you that I have made diligent inquiry into the matter, and that, so far as it concerns this country, I am satisfied that there is no good foundation for the report.

The immediate object of my addressing you is the making of this statement; but, as the cul-

tivation of the olive tree in the southern States appears to be a subject of considerable and growing importance, the following particulars may, perhaps, not prove uninteresting to you :

Nine species of the olive tree are more or less cultivated in this country, but of these only five are worth the mentioning, namely, the Oliverie, (olive tree,) O. Durazia, O. Cordoveia, O. Maduval, O. Verdeas, and the O. Silvestrie.

The O. Durazia grows slowly and produces but little oil, but it is much cultivated, because the quality of its oil is very fine and the tree is very hardy.

The O. Cordoveia produces a large and beautiful fruit, which is never made into oil, but is kept for the table, like the Seville olive, which it resembles.

The O. Verdeas and Maduval are very profitable kinds to cultivate, being very hardy, but little affected by heat or cold, of rapid growth, and giving larger crops of fruit than any other kind grown in this country. The oil produced from the fruit, when carefully made, is extremely good, and much esteemed. These kinds are much cultivated about Coimbra.

The O. Silvestrie gives but a small quantity of oil, of no high quality, and is of little estimation.

To rear olive trees from seed perfect olives of a kind required are chosen, full and smooth. From these the stones are taken, and in the month of March planted in properly prepared beds. For these beds a piece of ground is selected, sheltered as well from the north wind as from the fiercer rays of the summer's sun, where water may be had easily and the soil is light. The ground is dug and thoroughly cleared of stones, weeds, roots, &c., to the depth of three or four feet, well manured with rich, rotten dung, and divided into beds six or seven feet wide, sufficient room being left between the beds that they may easily be watered.

The olive stones are set in rows in the beds about a foot apart every way. In the cold season they are covered with mats a little raised from the ground. In nine or ten months leaves of the plant appear. The ground is thenceforward carefully kept clear of weeds, loosened, and well watered in hot weather, and in two years the young trees are fit to be transplanted.

The transplanting may take place at any time from November until March, but not later. None but the most vigorous plants are used, and these may easily be discovered by thick bark, being smooth, green, and full round the trunk ; these branches being well disposed, and their limbs showing sprouts. Each plant is cut so as to be eight inches high from the root to the top of the stock or butt, from which new shoots spring vigorously. The roots are carefully pruned, all sickly, cankered, or broken parts being removed. The soil for the plants is similar to that already described for seed beds, and is prepared in the same way. The plants are placed at intervals of twenty feet in rows, which are thirty feet apart.

In May the plants are examined, and all but the strongest branches are removed. In four or five years the young trees become bearers and profitable. Grafting and budding are performed in the way common with other trees.

The propagation of the olive tree by roots is, however, far preferable to all other modes, and is very easy. For this purpose, an olive tree is selected of many years' growth and known excellence, the soil is removed from about its roots with the greatest care, so that they may be exposed to examination without being injured ; the most healthy and perfect roots are cut off, the cut being as close as possible to the stalk. Each piece of root is from 29 to 32 inches long, with three or four buds on it. The existence of these buds must be ascertained, and as they are often scarcely perceptible to the naked eye, the doing of this requires some care. The roots are then planted in holes three feet apart every way, in beds prepared as directed before ;

the soil is kept loose and free from weeds, and is watered during hot weather. In four or five years the plants, which are generally very robust and fine, are fit to plant out, as directed in the case of those raised from seed.

In the gathering of the olives and making of oil there is little or nothing to commend in the practices of the Portuguese, but there is a convenient mode of separating the oil from the mother used by a number of makers of the best oil in this neighborhood, which may properly be mentioned ; it consists in allowing the liquid expressed from the crushed olives to fall from the press into a cylinder of tin or well-seasoned wood, the upper part of which is expanded into a basin with a lip, and which has a tube opening into it about two inches from its bottom, and rising on the outside of the cylinder to within about an inch below the lip of the basin. The mother, by its own weight, takes its lowest part in the cylinder ; the oil floats and passes over the lip of the basin into a proper vessel, while the mother passes off by the external tube.

MARCH 12, 1857.

There has been a slow but steady advance in the prices of wines. Old wines (ports) that have any pretensions to quality have become extremely scarce and valuable, and are principally held by a few mercantile houses, who are firm in their prices, and who are quite indifferent about making sales at present. The disease of the vine is still progressing, and the wine-growers have little hopes of the coming vintage.

There is no doubt whatever that the production of wine will be much less than that of last year, and of a very inferior quality. Information which I have received from the Douro assures me that the fatality with the vines is much more violent than before. Many vines have disappeared altogether, not leaving the farmer the least hopes of recovery. The accounts from this district are deplorable ; thousands of vines are dead and have been rooted up for fire-wood. Sulphur will be used on a large scale, but very few persons believe in it as a remedy. Some of the farmers have sown wheat in their vineyards to keep from starvation. On this account most of the merchants and speculators in wine are asking enormous prices, and many holders of fine wines do not offer them for sale. The wines now in the market are all of a very inferior quality. I have not heard of any being offered for less than \$160 per pipe, and wines of a medium quality have ranged from \$180 to \$250 per pipe. Old wines are worth from \$350 to \$500 per pipe ; Lisbon, old dry, \$150 per pipe ; Corcavelles, \$170 per pipe ; Bucellas, \$150 per pipe ; Setubal wines, in bottles, from \$7 to \$8 per dozen. All Lisbon wines are very scarce, and holders are firm in their prices.

In my opinion, wines of every description, of the produce of Portugal, will still continue to advance in price.

It must be recollected that the great scarcity of wines has caused argols to advance in price. Argols of good quality are sold in this market at \$290 per (arroba) 32 American pounds. There is also an export duty of \$1 12 per 100 pounds, which increases the value of that which is exported to about \$3 27 per arroba of 32 pounds.

Cork wood, of quality No. 1, \$7 50 per quintal ; do. No. 2, \$4 50 per quintal ; do. No. 3, \$3 50 per quintal.

Corks, manufactured, vary in price according to the quality, and are never quoted in the "Price Current."

JUNE 6, 1857.

There are no kinds of port wine which can be purchased for less than \$160 per pipe, even this of miserable quality. Ordinary wines are selling for \$180 to \$250 per pipe. Old tawney wines are scarce, and worth from \$350 to \$500 per pipe. Bottled wines are sold at prices varying from \$5 50 to \$10 per dozen. There are no wines in the kingdom of any description that can be bought for less than \$160 per pipe that will admit of the long voyage to America, and anything under \$200 per pipe is of a very poor quality. The disease of the vine is still progressing, and I fear that there will be very little wine made this year. Thousands of vines have died, and have been rooted up. Merchants and farmers in this quarter have lost all hopes of the present vintage. In consequence of this state of things, many of the leading houses state in their circulars that they have been obliged to advance the prices of their shipping wines from £50 to £70 per pipe, and are not willing to ship at a lower price.

FAYAL, (AZORES.)

JANUARY 2, 1857.

I believe that you are aware that in these islands no laws are enacted affecting foreign commerce, and that they afford no field for the exercise of zeal in collecting useful information. Due attention shall be paid to the returns of the commerce and navigation, for which a new form has just come to hand.

Statement of imports and exports at Fayal during the quarter ending December 31, 1856.

IMPORTS.

Countries from whence imported.	Description.	Value.
Brazil.....	Sugar and coffee.....	Rs. 20,240,000
United States	Corn, lumber, codfish, domestics, &c	16,964,000
Great Britain	Coal, dry goods, iron, linseed oil, &c.....	25,628,000
Lisbon	Limestone, goods, groceries, &c.....	7,826,000
Neighboring islands	Sundries	5,186,000
	Total amount of imports	75,844,000

EXPORTS.

Countries to which exported.	Description.	Value.
Great Britain	Fruit and sperm oil.....	Rs. 4,560,000
Neighboring islands	Wine, goods, specie, &c	17,819,000
Lisbon	Wine, butter, cheese, and specie.....	9,490,000
	Total amount of exports.....	31,869,000

List of vessels sailed for the United States during the quarter ending December 31, 1856 :

2 barks, 643 tons ; 1 brig, 146 tons ; and 1 Portuguese brig, chartered to take destitute seamen to Norfolk.

Statement of imports and exports at Fayal during the quarter ending March 31, 1857.

IMPORTS.

Ports.	Nature of imports.	Value.
Boston	Corn, flour, mahogany, domestics, lumber, &c.....	Rs. 18,310,000
Norfolk	Corn and flour	7,800,000
Bristol	Coal, dry goods, &c.....	5,536,000
Martinique	Sugar.....	1,400,000
St Domingo.....	Coffee.....	21,650,000
Rio de Janeiro	Sugar, rum, wood, &c.....	11,135,000
Liverpool	Dry goods.....	2,120,000
Newfoundland	Codfish	5,440,000
		73,391,000

EXPORTS.

Ports.	Nature of exports.	Value.
Boston	Fruit, copper, and chalk.....	Rs. 3,800,000
Rio	Wine, brandy, &c	21,975,000

Statement of imports and exports at the port of Fayal during the quarter ending June 30, 1857.

Countries.	Nature of imports.	Value.
Rio de Janeiro	Coffee, sugar, rum. &c.....	Rs. 20,497,000
Boston	Lumber, corn, domestics, sugar, &c.....	13,206,000
Norfolk	Indian corn and flour	6,838,000
Baltimore	do.....do.....	8,455,000
New Orleans.....	Wheat	2,902,000
St. Domingo.....	Coffee.....	150,000
Havre	Dry goods.....	420,000
Liverpool	Coal	3,360,000
Martinique	Rum.....	2,497,000
	Total of imports	58,325,000

EXPORTS.

Countries.	Nature of exports.	Value.
Boston	Wine	Rs. 9,600,000
Liverpool	Cigars from cargo of ship Ravenswood.....	100,000
Rio de Janeiro	Wine	2,800,000
	Total of exports.....	12,500,000

Statement of imports and exports at the port of Fayal during the quarter ending September 30, 1857.

Countries.	Nature of imports.	Value.
Swansea	Coal.....	Rs. 7,525,000
Rio de Janeiro	Sugar and rum.....	2,711,000
Boston	Lumber, duck domestics, sugar, &c.	5,400,000
Norfolk	Corn and flour	4,700,000
New Bedford.....	Sundries	160,000
Newfoundland	Codfish	440,000
	Total of imports.....	20,369,000

EXPORTS.

Countries.	Nature of exports.	Value.
Rio de Janeiro	Wine	Rs. 2,160,000
New Bedford	Oil landed from whaling ships	66,000,000
	Total of exports.....	68,160,000

DANISH DOMINIONS.

ELSINORE.

MARCH 24, 1857.

SIR: I have the honor to acknowledge the receipt of your letter of 21st instant, which only arrived here yesterday evening, as also a copy of the treaty of 14th of this month, having reference to the abolition of Sound dues from 1st April next.

From your letter I learn that M. Bluhme had informed you that vessels of all nations, including the United States, would have to stop at Elsinore for the purpose of depositing the amount of Sound dues hitherto demanded, or give a bond for the same until the general treaty shall have been ratified; but that after the 1st day of April next, Denmark will not actually retain, for its own use, any money from "Sound dues," provided the treaty shall be ratified by the powers whose agents have signed it; and that the moneys deposited and the bonds given will be returned. It will, no doubt, be known to you that, simultaneously with the treaty, a protocol was signed, the purport of which is to secure to Denmark the right to stop the vessels for the payment of or security for the Sound dues; but in this protocol it is distinctly stated that, from time to time, as any one or more of the contracting parties have fulfilled their engagements, or, rather, ratified the treaty, the vessels belonging to such powers shall be exempt from any such obligations to the Danish government.

This arrangement appears to me likely to prove very detrimental to the interest of American shipping, or in fact to the shipping of any country whose government, from different causes, shall be unable to ratify the treaty before or soon after the 1st April. I am under the impression that several governments will be in a position to ratify the treaty by the stipulated time, and, in consequence, the vessels of such nations will, for a time, monopolize the Baltic trade; as most merchants, with the option before them of shipping their goods by vessels that can

pass the Sound without incurring any liability for dues, or by such as are obliged to stop and pay or give security for such dues, will certainly give the preference to the former.

With respect to ship masters paying the Sound dues on their cargoes, or giving bond for the same, I anticipate very great difficulties and, in all probability, detention, as I am at a loss to understand how they can, advisedly, thus commit the owners of their vessels, inasmuch as they may meet with great difficulties in getting back the money paid, or a counter bond from the receivers of their cargoes at port of destination—difficulties which will be materially increased where the arrivals of vessels under such category take place at port of destination simultaneously with others that have been in a position, from the fact of the treaty having been ratified by the governments of the country to which they belong, to pass the Sound without stopping.

And as no master of a vessel will receive pecuniary advantage for himself or for his owners for incurring such responsibility, I am inclined to believe they will be desirous to escape it.

It appears to me that the only bond a captain, as the agent of the owners of the vessel, can advisedly sign, must be to the effect that he is responsible only in case the government, at the port of destination, will permit him to lay embargo on his cargo, or part thereof, till the consignees furnish security to his consul for due payment in the event of non-ratification of the treaty without such special permission. I do not believe he will be permitted to lay any such embargo on the cargo, inasmuch as the consignees of the same may, justly or unjustly, repudiate his bond, as having been given without their authority.

The peculiar nature of these transactions have induced me respectfully to call your attention to the difficulties I fear, and I shall feel obliged by any instructions you may be pleased to give for my guidance, in the event of ship masters, after the 1st April, refusing to pay the dues or sign a bond, and applying to me in the event of detention by the Danish government.

H. T. A. RAINALS.

The Hon. HENRY BEDINGER,

Minister Resident of the United States, Copenhagen.

[Translation.]

ELSINORE, *March 29, 1857.*

A treaty having been concluded on the 14th instant between the authorized agents of the royal Danish government and of different foreign powers in the matter of the abolition of the Sound and Belt dues, in virtue of which their collection as a financial income for the country shall cease on the 1st of April this year, and a special protocol having been signed by the said authorized agents simultaneously with said treaty to the effect that the Danish government shall be entitled provisionally and as security to continue the charges which by the treaty they have engaged to abolish until the stipulations in sections 7 and 8 of said treaty shall be fulfilled by all the contracting powers, his Majesty's government have resolved, with a view of avoiding all unnecessary delay for commerce and navigation, to limit these provisional precautions as follows :

Until the government of a country has fulfilled the said stipulations, the Sound and Belt dues will be charged on the ships and cargoes belonging to such country, though the deposit of the amount of such charges will not be required. A report on and a production of the documents will, under existing circumstances, be necessary. If a ship master, passing the Sound under

these circumstances, should wish the papers returned which he may deliver for the calculation of the dues, he must apply with such papers direct to the authorities of the Sound custom-house, either on shore at the custom-house or on board the guard-ship, where officers will be stationed for that purpose ; and when the dues shall be calculated, and the declaration, hereafter referred to, signed by the ship master, a certificate will be furnished to him on demand, after which he can proceed, unmolested, on his voyage. If, on the contrary, such papers be not required afterwards by the ship master, (which duplicates thereof would make unnecessary,) and if he can accompany the papers with the declaration hereafter mentioned, he is at liberty, though without any expenses to the Danish authorities, to send his papers direct to the Sound custom-house or the guard-ship, and without further detention proceed on his voyage, unless he should wish to have a certificate of due report. Should the ship master desire (which, as a general rule, will not be advisable) his papers forwarded to him after departure, he must fully give, in writing, his address and destination ; and in such case the consul of the nation to which the vessel belongs is expected to receive these papers from the Sound custom-house, and cause the same to be forwarded to their destination.

The above named declaration, which ship masters will have to sign, will be as follows :

The undersigned, N N, master of the ship N N, burden N N tons, belonging to N N, who this day has to pass the Oresound, on the voyage from N N to N N, with a cargo consisting of N N, does hereby declare, on faith and honor, to have honestly reported the whole of his cargo, and binds himself hereby, in the event of the treaty concluded the 14th March, this year, for the abolition of the Sound and Belt dues not being finally ratified, to pay, without dispute, to the Sound custom-house of the King of Denmark the charges for this his voyage, in conformity with the treaties hitherto in operation. Only in the latter event can the undersigned be entitled to the usual primage.

N N, *Master of the Ship N N.*

1857.

Printed forms for these declarations, in different languages, will be distributed from the Sound custom-house.

If, on the contrary, any of the contracting governments have fulfilled the above stipulations, proofs of the ship's nationality will only be required, and his Majesty's authorities will do all in their power to get such proof without the landing of the ship master being necessary. The proof will consist in hoisting the flag and production of ship's register.

Signed at Elsinore the 29th March, 1857.

OLRICK,

On behalf of the Director of the Sound custom-house.

APRIL 14, 1857.

I beg to transmit, for your information, a copy of my letter to the director of the Sound custom-house, dated 6th April, and a translation of his reply, dated 11th same month.

Up to the present time no American vessels have arrived from the north.

APRIL 6, 1857.

SIR : I have the honor to acknowledge the receipt of your circular of the 29th ultimo, having reference to the treaty on the subject of cessation of payment of Sound dues, concluded at

Copenhagen on the 14th of last month, between the representatives of his Danish Majesty and those of different foreign nations, in which I am invited to lend my co-operation, to the effect that the temporary regulations which it has been deemed advisable to bring into operation may more readily be adopted by the masters of ships belonging to the United States.

In reply, I beg to say that I have forwarded a translation of your circular to the government of the United States and their representative at Copenhagen, and that it affords me pleasure to inform you that, although the government of the United States have not participated in the congress held at Copenhagen on the subject of the abolition of the Sound dues, I feel myself at liberty to assure you that I shall on all occasions be happy to co-operate with the authorities of the Sound custom-house to the desired effect, so far as such co-operation may not interfere with my instructions on the subject of the protest under which Sound dues are to be paid, or bond for them given, until the 14th June next.

But as it may be necessary for masters of American ships, after having given a bond to the Sound custom-house, to take a counter security from the receivers of their cargoes, I would respectfully suggest as desirable that his Danish Majesty's consuls at ports of destination be invited to lend such ship masters their support, by representing to the consignees of their cargoes the propriety on their part of protecting such captains against any chance of loss, inasmuch as they can have no interest in the cargoes after their delivery, and therefore ought to have no responsibility.

I avail myself of this occasion to assure you of the high consideration with which I have the honor to subscribe, sir, your most obedient servant,

H. T. A. RAINALS, *U. S. Consul.*

The DIRECTOR of the *Sound Custom-house, &c., Elsinore.*

Translation of a letter from the Director of the Sound Custom-house.

ELSINORE, April 11, 1857.

In consequence of the consul's esteemed letter of the 6th instant, the directory has the honor to inform him that American vessels under the provisorium will be treated in the same manner as the ships of those nations whose governments have treated at Copenhagen on the subject of the abolition of the Sound dues, inasmuch as the Oresound custom-house will receive a declaration, signed by the ship master, and worded as stated in the letter of the directory of the 29th ultimo, unless the interested should prefer to pay the calculated amount at once, or give sufficient guarantee for its payment, which will be considered as a deposit.

BLUHME.

H. T. A. RAINALS, Esq., *U. S. Consul, Elsinore.*

JUNE 15, 1857.

Enclosed I beg to transmit a translation of a letter just received from the director of the Sound custom-house, by which you will observe that the detention which ships have hitherto been liable to here for the purpose of the masters giving security for the payment of the Sound dues, in accordance with the protocol signed at Copenhagen on the 14th of March last, simultaneously with the treaty on the subject of the abolition of the Sound dues, will henceforth cease altogether.

[Translation.]

The royal customs authorities have, under date of 13th instant, acquainted me that the royal government have decided that the temporary arrangements established, in accordance with the protocol of 14th March last, for the security of payment of Sound dues, shall henceforth cease, although articles 7 and 8 of the treaty of said date, concerning the abolition of Sound dues, have as yet not entirely been fulfilled, as far as Great Britain and Holland are concerned. * *

BLUHME.

ST. THOMAS.

DECEMBER 31, 1856.

There has been no change in the commercial system of the Danish colony of St. Thomas since my despatch No. 22, and therefore I have not communicated with the department on the subject indicated in section 57 of the "General Instructions."

I have found it impracticable to give the quantity and value of the cargoes imported into this island, in either American or foreign vessels, with anything approaching accuracy in my quarterly reports, for the reason that the manifest of each vessel is required by the custom-house officer, and the value of the goods are afterwards reported by the merchant importing them, upon which amount a duty, without discrimination, of $1\frac{1}{4}$ per cent. is imposed; there is no board of appraisers, and the report of the merchant, without oath, is invariably taken as true. I have made several ineffectual efforts to obtain from the custom-house such statistics as would enable me to forward to the department full reports touching all branches of commerce here, either with the United States or foreign governments. In declining to furnish me with the information, the collector gives as his reason that nearly every other consul resident at this island is engaged in commercial business, and would be pecuniarily benefitted by such information, to the injury of other merchants, and that they could not be given to one consul and denied to another.

Notwithstanding the many difficulties I have encountered in the attempt, it affords me pleasure to say I have been enabled to make out a very accurate statement of the amount of importations from the United States for the year ending this day, by obtaining access to the books of all the merchants, American and foreign, who have imported or received upon consignment goods, wares, or merchandise from the United States. * * * *

Importations from the United States have greatly decreased since 1854. This is accounted for by the fact that the other West India islands, which formerly purchased provisions from St. Thomas, now import directly from the United States. The decrease in the commerce with America began some ten years since. In 1849 there were imported by three American houses here about 60,000 barrels of flour; this year the whole importation was less than half that quantity. Of the \$576,894 of importations this year from the United States, about \$400,000 of the amount was made by American houses.

The total of importations for the years 1853-'54, as shown by the books of the custom-house, was \$4,654,781; but the received opinion here is, that the true value of goods was nearly double that amount. The importations from Europe have not decreased, for the reason that the island dealers in dry goods continue to purchase their supplies at St. Thomas. This may also be attributable to the fact that St. Thomas is the depot for the royal mail steamers, which line affords constant and certain means of communication with the Old World, while the

absence of any direct means of communication with the United States certainly affects our commerce injuriously.

The exportations from St. Thomas to the United States are very inconsiderable, consisting of a few Maracaibo hats, a little bay rum, old iron, &c.

OCTOBER 15, 1857.

During the year ending 31st of March last, the general trade with this island increased nearly 25 per cent.

The figures showing the amount of importations from the United States, in the annual recapitulation, show a larger amount of goods than was actually landed at this island, for the reason that I have, as heretofore, been compelled to obtain this information from merchants and ship masters, who have generally given me the full value of the cargo on board, when in very many instances only a part would be landed, and the balance taken to some other southern port, and the vessel cleared at this office as in ballast. Of the \$921,000 of cargo reported, it may be fairly estimated that \$200,000 of that amount was not landed, and that about \$45,000 was landed from distressed vessels, condemned here, and their cargoes unshipped to ports of original destination, which would leave the actual importations at about \$675,000.

While the number of American vessels and their tonnage entered at this port have decreased, the value of the importations from the United States has not been injuriously affected, but in truth has slightly increased. This is owing to the fact that, while the more bulky articles, such as flour, beef, and pork, formerly supplied from this place to other islands, are now imported directly to those islands, the merchants here are beginning to purchase from the United States domestic goods, hardware, tin ware, nails, boots and shoes, saddlery, leather, china and glass ware, cotton duck, fancy goods, and a vast variety of articles of American manufacture, in greater quantity than during previous years, which more than makes up the defect in value. This trade might be wonderfully augmented, were there greater facilities for travel between this island and New York, Boston, Philadelphia, or Baltimore. Indeed, the trade with nearly all the West Indies, Central America, and Brazil, which now finds its way to Europe, would be diverted to the United States by the establishment of a line of steamers from one of the cities of the United States, before indicated, to St. Thomas. At this island converge the royal mail steam packets to Southampton, the Pacific, North and Central America, the other West India islands, and the Spanish Main; and the company contemplate soon connecting St. Thomas by steamers with Brazil. There are monthly concentrated at this island, by means of these numerous lines of steamers, an average of 250 merchant passengers, bound for Europe, many because they cannot reach the United States by steam—annually, 3,000—who purchase from \$60,000,000 to \$80,000,000 worth of European goods for this southern market. All these various lines of steamers, connecting St. Thomas with nearly the entire South and Europe, are owned by one company—a monopoly which has become very odious to the travelling community. The rate of passage is very exorbitant—from this to Southampton, \$225. It is not only my own, but the opinion of the best informed merchants of this and other islands, that a line of first class steamers from this to New York, leaving this port simultaneously with the English steamers for Southampton, would get a large portion of these merchant passengers, who would like to try the American market before purchasing in Europe; for the time at sea, to those who would continue the voyage beyond the United States, would not be over 16 days from St.

Thomas to Liverpool, *via* New York, and at a cost of less than \$200. It now takes the English steamers, to perform the voyage from St. Thomas to Southampton, from 13 to 16 days. It is, therefore, demonstrable that a line of steamers from New York to St. Thomas would, in a very short time, build up a trade of many millions of dollars, which is now lost to the United States. This line would also open mail communication to all the south by means of the royal mail lines, which would be tapped at this point.

There is now imported into this island alone, from the United States, to be used in the purchase of sugar at the adjoining islands, nearly \$2,000,000 in specie per annum, but little of which ever finds its way back. The result is, that exchanges are against the United States, varying from $2\frac{1}{2}$ to 5 per cent. discount. Were this West India trade nurtured, as it might be, a very few months would reverse the order of things, and the balance of trade would be largely in our favor. Of the 358 American vessels which arrived at this port during the year ending the 30th ultimo, 66 only brought cargo from the United States, and nearly all took back from the adjoining islands sugar, coffee, hides, wool, dye-stuffs, &c. The result is, that the large amount of money expended by our merchants in the purchase of West India productions goes to Europe to pay for English, French, German, Swiss, and Italian goods, much of which the natural laws of trade would bring from the United States, were the channel of communication opened as it is to the Old World.

SWEDEN AND NORWAY.

STOCKHOLM.

DECEMBER 1, 1857.

A Swedish commission, denominated the "Board of Trade," having a bureau at Stockholm, collect, arrange, and publish each year all commercial and manufacturing statistics for the year ending the first of January preceding the date of their report. Their report for 1856 is now in press, and will probably be published in the course of a month.

I have been favored by the secretary with the examination of some of the proof-sheets, and I have translated, and herewith have the honor of sending you, their statistics of "domestic shipping," and also of "persons engaged in commercial business," for the year 1856.

Domestic Shipping Statistics of Sweden, translated from a report of the "Board of Trade and Commerce," issued in October, 1857, and now in course of publication.

The whole number of vessels of five lasts (*a*) and upwards, is 1,773, with an aggregate of 36,910 lasts, or 73,820 tons, giving an average of a little more than 20 lasts to each vessel, or 40 tons. The increase has been considerable, compared with the preceding year; the number of vessels then being 1,676, with an aggregate of 32,593 lasts, making an increase of 97 vessels and 4,317 lasts, or 8,634 tons, which is a larger average increase than has taken place during any of the past four years.

Of these vessels, 1,280, with an aggregate of 25,067 lasts, belong to persons not residing in any of the principal towns.

During the year, 23,307 vessels, with an aggregate lastage of 369,634, have arrived at

(*a*) A last is about two tons.

the staple towns from home ports, and 21,716 vessels, with an aggregate lastage of 360,117, have sailed from the staple towns to home ports.

The growing importance of the canal navigation may be seen from the fact that through the six canals of Sweden, viz : Trollhatti, Gotha, Sodertelge, Stromsholm, Hjelmare, and Waddo, 14,060 sailing vessels and 3,229 steam vessels have passed during the year 1856, paying canal dues to the amount of 441,615 Swedish riksdaler banco, equal to 176,647 dollars of American money.

The canal dues or tolls have, in the five years since 1852, increased on the Gotha canal 76 per cent. ; on the Stromsholm, 70 per cent. ; on the Waddo, 50 per cent. ; on the Trollhatti, 33½ per cent. ; on the Sodertelge, 27 per cent. ; and on the Hjelmare canal, 25 per cent.

The steam vessels belonging to private persons were : in 1852, 82 vessels, aggregate of 3,561½ horse power ; 1853, 93 vessels, aggregate of 4,162½ horse power ; 1854, 99 vessels, aggregate of 4,411½ horse power ; 1855, 131 vessels, aggregate of 5,927 horse power ; 1856, 141 vessels, aggregate of 6,594 horse power.

The number of steam vessels has consequently increased in the five years more than 79 per cent., and the amount of horse power 85 per cent.

Statistics of people engaged in commercial business in Sweden in 1856, from the forthcoming report of the Board of Trade, made up in October of each year for the preceding year.

In the towns and boroughs there were 4,463 men and 1,800 women established in commercial trade, and in the country districts 1,837 men and 76 women.

Compared with the preceding year, there is an increase in the towns of 332 men and 106 women, and in the country an increase of men, but a considerable decrease of women, viz : from 144 to 76, as stated above.

The number of clerks and other subordinates employed in commerce in the towns and boroughs was 4,268 men and 152 women, and in the country districts 476 men and 45 women.

RUSSIA.

ST. PETERSBURG.

MAY 7, (19,) 1857.

The most important matters during the quarter requiring consular attention have been the vessels and their crews wintering at Cronstadt.

I regret to say that the conduct of the men has caused much trouble and anxiety. The breaches of the peace, especially, have been numerous, serious, and several times fatal. After the departure of the vessels I shall refer to the particulars so far as needful.

At present I beg leave to offer some observations on the causes of the evil and the means of prevention. One prominent fact struck me very forcibly and unpleasantly. But a small part of the seamen shipped in American ports and entered on the ships' papers as having American protections proved to be really American citizens, or in the process of becoming such, nor were their recorded names their real names.

Neither the men nor the officers hesitated to explain the system of fraud and perjury carried on in shipping crews. The use, for the occasion, of the required number of protections is regularly furnished by the keepers of the sailors' boarding houses, or shipping masters, for half a dollar each in the Atlantic ports, and for twenty-five cents each at New Orleans. Now, these

miscalled American seamen have been, this winter, the most disorderly and troublesome. In comparing them with their countrymen—Germans, Swedes, Danes, Dutch, &c.—who are wintering here with the vessels of their own countries, the latter appear of a better class, and much more orderly. It is only natural to expect that the least scrupulous will be the first to lend themselves to a fraud, in being shipped as Americans, under false names, with protections hired for the occasion.

If an examination could be made, there would be found at each of our ports an astonishing similarity in the names of the seamen shipped as Americans at the same port, because the same protections are used over and over again by the same shipping masters. Frequent very absurd scenes occur, from the men forgetting the names by which they were shipped, they being usually known by their real or customary names during the voyage. Two remedies present themselves most naturally :

First, the encouragement of large, comfortable, well managed sailors' homes in all our seaport towns. By sailors' homes, I mean sailors' boarding-houses, under the strict supervision of other persons than the keepers of them, and not depending entirely on the board received. Captains would soon rely upon them for a supply of good men ; their managers would not countenance any deception about nationality, and the keeper of other sailors' boarding-houses would be obliged to imitate them in self-defence. The second measure should, I think, be to relax, when necessary, the now professedly invariable rule that, for two-thirds of the crew, American protections be exhibited, and an oath taken at hazard ; for the farce at the custom-house now amounts to no more than that. If, for example, whenever a captain declared at the custom-house that he did not expect to be able to find American sailors to the required number, and desired to be allowed to clear with a less proportion, the collector of the port had the power to specify the necessary premium, which should be in good faith offered for say two days, for American seamen, by placards posted up at the custom-house, the exchange, the sailors' home, and other designated places, before the vessel could clear with a less proportion than two-thirds. It would not require much ingenuity, nor involve much trouble, to so regulate the matter as to prevent frauds, and to unite, much better than at present, the true interests of the merchants and ship owners, with an effectual encouragement of American citizen seamen. A custom-house inspector could more easily detect an attempted imposture than an evasion of the revenue laws—for a bale of goods cannot be cross-questioned.

A third measure, more easy of immediate use, and which would do very well to begin with, would be to require the captains to keep possession of the protections belonging to their men, and to reproduce them when the roll of the crew was called, on returning to the United States. If this rule were applied in the dull season, and the first year only to coasters, the second year generally, the pressure would not be injuriously felt. But so extended and deep-seated an evil cannot be rooted out in less than several years.

One of the first effects would be a general difference of wages in favor of Americans over foreign seamen on board the same vessels, which would take place by a diminution of the latter, as well as by an increase of the former ; so that the expense of the whole crew would be very little increased.

When captains had to pay more to one class of men than to another, they would take pains to see that they procured those who really deserved it ; choice foreign seamen would be more strongly attracted to our service than now, and would become permanently attached to it.

To avoid delay captains would ship their men a little sooner, instead of, as is now usual,

taking them on board when ready to set sail, and have cause afterwards to regret the want of better men. The higher pay, joined with efficient protection and better prospect of advancement, should draw the best seamen of all countries into our service, and secure us that most essential element of maritime strength, an ample command of well-trained seamen attached to their flag ; and such will be the case when the miserable system of sham protections shall have been effectually broken up.

So long as the great and rapid advance of our country makes seamen's wages higher in our mercantile service, and the demand for them greater, than in any other, just so long will it be perfectly in our power and at our discretion to make the mercantile marines of all civilized countries nurseries for training and furnishing us with an abundant supply of better seamen than can be found in any other service.

And they would not only serve temporarily for higher pay, but, as formerly, uphold in war the flag which had received, protected, and rewarded them in peace. It will, of course, be observed that the same measures that induced foreign seamen to become naturalized under our flag, would also equally induce native youths to become seamen, when better regulated and encouraged. The difficulty of obtaining crews for our ships-of-war, when the men have to be properly examined before enlisting, gives a sufficient and very significant warning of the alarming extent to which the evil has attained.

If we are to depend upon the navy as our chief means of defence, this subject must receive the most serious attention and effectual treatment, or disastrous and humiliating consequences will surely follow. I do not think that the yearly expense of carrying into full and effectual operation the above recommendations would exceed the annual expense, all told, of keeping in active service one such vessel as the "Napoleon" or the "Duke of Wellington," and I need not examine the comparative future value, in time of need, of having secured an ample supply of the best seamen, or of having added one first class ship ready for immediate use. The provisions of the instruction book, authorizing consuls to aid in enforcing subordination, all refer to misconduct on board ship, and do not appear to embrace the case of crews having to live on shore, as they did this season at Cronstadt. Where captains, officers, and men occupy the same building or enclosure, it is quite as necessary to maintain subordination, as if they could continue on shipboard ; but it is much more difficult, from the want of employment, the case of going out into bad company, and the idea they have that they are necessarily entirely free on shore. It was not until they had excited the anger of so large a number of enemies as to make it really very dangerous for them to go in the streets, and an understanding had been established with the police that the verbal complaint of a captain should suffice for committing any of them to prison for three or four days, that a tolerable degree of peace and order was attained. I think it should be held as a general rule that the men are bound to obey and respect their officers so long as they are under pay, and whether on board ship or not. The seamen, when on shore, presume on being foreigners ; and the local authorities consider them to be, in a great measure at least, under the special protection and control of their consuls. Last autumn, Mr. Wilkins, with the chief of the police at Cronstadt, and myself, had to escort three American captains to the landing to prevent an assault upon them by some of their own seamen. I am convinced that it would be highly proper, and even beneficial to the men themselves, to have authority expressly given to American consular officers to suppress insubordination and misconduct on shore as well as on board ship. An American consular officer has not as much power to maintain order in his office and enforce

respect to himself as a justice of the peace has in America, or as a private gentleman has anywhere. A merchant can turn out of his counting-room those who insult him, and refuse to receive them again, but an American consul must receive an American citizen on consular business, although quite sure that it will lead to a renewal of abuse and profanity, which he has no authority to punish. I beg leave to indicate these last defects in our system, hoping that they will be remedied, which may be done in several ways not needful to specify.

[Translation.]

MANAGEMENT OF THE MILITARY GOVERNOR OF CRONSTADT,
Chancery, 13th (25th) March, 1857.

To the consular agent of the United States at Cronstadt, Alexander Wilkins, Esq.:

The minister of foreign affairs, considering it indispensable, in consequence of the proposed abolition of the Sound dues, to institute new quarantine regulations for vessels arriving in our Baltic ports, and thereby to abolish the existing laws concerning these matters, presented to the committee of ministers a communication, in which he says that it being the duty of the Russian consuls to inform of the state of health at the places of their residences, of the appearance of contagious diseases, thought fit, concerning vessels arriving at our ports from beyond the straits, to establish, in behalf of the quarantine, the following rules:

1st. For the sake of allowing vessels to enter our ports on the Baltic, not to require from them quittances for payment of Sound dues, nor Danish quarantine certificates. 2d. To inform the captains, if bound for the said ports, to supply themselves at the places where they load their ships with certificates of the state of health of the places they intend to leave, which must be attested by our consular officer; or they should be provided with quarantine certificates of French, English, Dutch, or Norwegian ports, at which ports the ships might have to call, and these quarantine documents should be attested by our consular officer.

The committee of ministers, on having examined the representation of the actual privy counsellor, Prince Gortchakoff, thought fit to confirm these regulations, on condition of their being available only for the present year, if the public health during this time shall prove to be as satisfactory as at present.

His Majesty was pleased to give his approbation to this decision of the committee of ministers.

The minister of the interior, on having received the extracts from the journals of the committee of ministers of the 15th and 19th February last, communicates to me for arrangements on my part.

Receiving this supreme sanction for the purpose of acting accordingly, I have the honor, sir, to bring the above mentioned to your knowledge, to enable you to inform the captains wintering here, as well as those who may arrive here with their vessels.

Rear Admiral NOVOSILSKY,
Military Governor.
TRESKOOSKY,
Manager of Chancery.

[Translation.]

MANAGEMENT OF THE MILITARY GOVERNOR OF CRONSTADT,
Chancery, (11th 23d) April, 1857.—No. 630.

To the consular agent of the United States at Cronstadt, Alexander Wilkins, Esq. :

By communication of the 13th (25th) March last, No. 436, I informed you of the regulations, sanctioned by his Majesty, which should be complied with concerning vessels which might arrive in our Baltic ports during the shipping season of the present year.

In consequence of a communication to me of the 5th instant, No. 382, from the minister of the interior, based on clauses 1221–1258 Medical Regulations, of the 13th volume of the Code of Laws, published in the year 1842, and in addition to and explanation of the aforementioned regulations, I now request you, sir, to inform all captains of (American) vessels now lying here, and those which may arrive, that ships which put to sea from places where the health is satisfactory, will be allowed to enter if they be provided with certificates of the ports they left ; but vessels arriving from suspicious places, as well as those laden with cotton originating from Egypt, must be supplied with certificates, mentioned in clause No. 2, attested by consuls of Russia, or they must have certificates of denominated foreign quarantines.

Rear Admiral NOVOSILSKY,

Military Governor.

TRESKOOSKY,

Manager of Chancery.

JULY 6, 1857.

The navigation opened a week sooner this year than last, and several American vessels were amongst the first to enter. Appearances indicate that the total American shipping this year will be about the same as last, which would be equivalent to an increase, considering how bare the market was of cotton after the war. Our trade here has become very steady, with a moderate tendency to advance, especially in the direct importation of cotton, though by no means as fast as our foreign commerce in general. But the new commercial policy, with the extension of the railroad system, and the greater amount of personal liberty granted and contemplated, will give it a more rapid growth in future. Yet unless much exertion be used on our part, the benefit will be unduly monopolized by England, France, and the Hanse Towns, and even the trade which rightfully and naturally belongs to us will *still continue* to be mostly carried on indirectly by our commercial rivals. This season freights have been very slack. The chief causes are, that the large number of vessels wintering here went away very fully loaded, and that, generally, the goods for exportation only begin to come in freely from the interior about the 1st July, (new style,) and that fully one-half of our vessels arriving here are too large for the wants of the export trade from hence. The most suitable vessel for this trade is the large half-clipper barque, Forbes' rig.

They work cheaply, in proportion to their tonnage ; easily find good berths inside the merchants' mole for discharging and loading, and are readily taken for freight to England.

Freight from hence chiefly offer for England, and 600 tons is the largest size that will be readily taken up to go there. A vessel of 550 or 600 tons register may be rigged either as a ship or a barque, but 600 tons is about the limit of size, up to which, as experienced captains

say, the barque rig is suitable. But as a barque two seamen less are needed than as a ship, and two more may be economized by also adopting the Forbes' arrangement.

Another strong reason against sending large ships here is, the too great loss of time in harbor, owing to the slowness with which everything is done. The objections to large size apply with greatest force to those arriving before the 1st of July, (new style.) None should be sent here at any time drawing over 17 or, at most, 18 feet of water, on account of finding a good berth. By attending to these points, our vessels will meet with greater despatch, find more ready freight and better terms, and a sensible impulse be given to our trade with this place.

I may add, that the carriage of the large Swedish timber trade from the Gulf of Bothnia has gradually passed to a fine class of barques of 500 to 600 tons, and that the leading item of freight from Cronstadt, (including Wybourg,) for England and France, is lumber.

ODESSA.

JULY 1, (13,) 1857.

The new tariff of duties has been published. There is no alteration whatever in the duties on exports; the changes are only on imports, and some of the principal are, viz :

Articles.	New duties.	Old duties.
	(a) <i>Roubles.</i>	<i>Roubles.</i>
Vanilla .....per pood.....	8. 00	14. 00
Cloves.....do.....	4. 00	7. 50
Nutmegs.....do.....	4. 00	7. 50
Cassia lignia.....do.....	4. 00	5. 00
Cochineal.....do.....	2. 40	6. 00
Pepper.....do.....	2. 50	3. 20
Cocoa.....do.....	2. 00	3. 00
Coffee.....do.....	2. 50	3. 00
Sugar, raw.....do.....	3. 00	3. 80
Sugar, refined.....do.....	5. 00	Prohibited.
Sugar, lump and crushed.....do.....	Prohibited.	Prohibited.
Rice.....do.....	. 50	. 60
Cotton, twist.....do.....	3. 50	5. 00
Copperas.....do.....	2. 00	6. 00

(a) The silver rouble = 100 copecs = 75 cents.

They come into operation at once in all the ports of the Black sea, except Odessa, until the privilege it enjoys of being two-fifths of a free port ceases, which will be on the 15th of next August, (old style.) In the meantime goods for the interior, and not for the consumption of the towns, come at once under the new duties.

MOSCOW.

JULY 16, 1857.

I have delayed (awaiting authentic information) reporting the almost entire loss of the wheat crops of this year in several of the most important wheat-growing governments (districts) of Russia; an open winter and long drought are assigned as the causes.

So little of the surplus grain produced one year is kept in the country for the next that, in view of the prospective short crop and consequent inadequate supply even for home consumption, the small stock now on hand has been for six weeks or a month past rapidly advancing in price, and is now held at 75 per cent. above the spring quotations. It is stated that, except where great land transport will prevent it, all the grain will be sold, and retained in the interior, little or none exported.

OCTOBER 2, 1857.

The custom has been, as the department is doubtless aware, to purchase through brokers or bankers here, of Liverpool houses, the raw material, (cotton,) which is manufactured into yarn and cloth. Every attempt to induce the Russian to depart from the routine of past years is frustrated, first, by the influence of the English agents; secondly, by that of habit; and thirdly, by reason that an experiment made by a more enterprising individual, who ordered a cargo from the United States, resulted, in consequence of the bad faith of the shippers, in a heavy loss to him.

The presence of a consul has had, with those with whom I have conversed, the effect of encouraging them to make one more trial, and it is to be hoped that the example of Baron Stieglitz, at St. Petersburg, will be extensively followed. Any house in the United States which would consign to a good and responsible agent here either cotton or tobacco, would meet with success and realize large profits, inasmuch as all the charges and commissions of the Liverpool houses will be saved to the manufacturer, and all competition by them ruinous. The agents referred to solicit or receive their orders in the winter, and contract to deliver cotton at Cronstadt for a certain price, taking the chances of the fluctuations in the market, there being a combination amongst them. Care is taken in fixing the rate per pound to guard against great variation in the Liverpool prices.

The merchants of the first guild, who alone are allowed to trade with foreign countries, are by law required to be Russian subjects, and therefore aliens who, after two years' residence, design to carry on a foreign trade, waive their nationality and swear allegiance to this government. The sole exception, and of late creation, has been made in favor of the French, who, by a late treaty, are exempted from the operation of this law—a privilege which is highly appreciated.

I am induced to believe that on application a change would be made in the present "patent law" of the empire. The tariff of fees is as follows: for a privilege of three years, 90 roubles, = \$67 50; five years, 150 roubles, = \$112 50; ten years, 450 roubles, = \$337 50. No patent can be extended after the expiration of the first term. "Patents of importations" are granted for five years to the introducer, and for ten years to the inventor, upon his presenting his "letters patent," obtained elsewhere, upon application being made through the minister of finance to the "Conseil des Manufacteurs," at St. Petersburg; the petition, which must be accompanied by a drawing and specification, is referred to one of three examiners, and, after investigation, returned to the council of manufactures, where it awaits the action of the board, who meet from time to time. The case may not come up for many months, perhaps for years; and here lies the difficulty, for time is thus given to evil disposed persons to rob the inventor of his reward, and, by intrigue, to postpone and, perhaps, prejudice the action of the "council." It is the opinion of those best qualified to judge, that if the matter could be brought before the Emperor great changes for the better would be ordered. American inventions are so highly

esteemed that, with greater facilities for their introduction, a lucrative field would be opened to the many meritorious ones which are yearly made public in the United States.

HELSINGFORS.

AUGUST 15, 1857.

I have the honor to transmit, inclosed, "an extract from the new tariff of the Grand Duchy of Finland, published July 23, 1857, and compared to the late tariff of 1852."

This new tariff of Finland appeared in pursuance of the newly published tariff of Russia, from which it deviates, however, in many parts.

An extract from the new tariff of the Grand Duchy of Finland, published July 23, 1857, compared to the late one.

	The late tariff of 1852.		The new tariff of 1857.	
	Silver roubles. (a)	Copecks.	Roubles.	Copecks.
Books, in all languages, in boards.....pound..		10 }	Free.....	
bound.....do.....		20 }		
Brandy, as arrac, cognac, rum, French brandy.....Swedish can..		85		85
Butter.....pound..		5		2
Bread, baked.....do.....		1	Free.....	
Cambric, and French lawn.....do.....	3	50	1	25
Candles, of stearine or tallow.....do.....		5		2½
Cochineal.....do.....		15		6
Clothes, of every kind, for gentlemen, ladies, or children—35 per cent. of the value.				
Corn, rye, corn, maize.....Swedish barrel..	1	60		48
wheat, peas, lentils, kidney beans.....do.....do.....	2	40		72
oats, buckwheat.....do.....do.....	1	20		36
rice.....20 pounds..		30		25
Copper, brass, tombac, prince metal, argentine, Britannia metal, melchior, &c., in pigs, bars, or plates.....pound..		2½		1½
Coffee.....do.....		5		5
Cotton, raw.....20 pounds..		3		3
twist.....pound..	1	10	1	10
red, (Turkey red).....do.....	2	50	2	50
cotton webs, as stockings, caps, jackets, drawers, &c.....do.....		60		40
calico, shirting, Manchester.....do.....		25		25
Engines and models to engines, for the use of agriculture or the manufactories, (compass instruments).....	Free.....		Free.....	
Fish, herring, English or Scotch.....barrel of 360 pounds..	1	30		90
Dutch.....do.....do.....	2	5	1	80
Norwegian.....do.....do.....		45		45
stockfish.....20 pounds..		3		3
Flowers, artificial.....pound..	8		6	

(a) The silver rouble = 100 copecks = 75 cents.

EXTRACT—Continued.

	The late tariff of 1852.		The new tariff of 1857.	
	Silver roubles.	Copecks.	Roubles.	Copecks.
Fruits, dried, raisins, plums, figs -----pound--		1½		1½
almonds-----do--		2½		2½
nuts-----do--		2		1½
Gloves-----do--	3		2	
Gummi-elasticum and gutta percha feet covering -----do--		40		40
garters, breeches bearers-----do--	1	50		70
coats, cloaks, &c.—35 per cent. of the value.				
Guns of every kind, sabres, and other weapons-----pound--	1	20		40
Honey-----do--		2½		1½
Humble-bee-----do--		3½		2½
Indigo, pounded, dry -----20 pounds--	1	75	2	
prepared, with water or oil -----do--	2		2	
Instruments, mathematical, physical, nautical-----pound--		30		15
Iron, cast iron-----20 pounds--		5		5
bar iron-----do--		15		15
Lead, in pigs, plates, rolls, or tubes-----do--		5		2½
Linen, 25 per cent. of the value—stockings, caps, jackets, drawers of linen or hemp -----pound--		60		50
sail cloth of linen or hemp-----do--		60		10
Madder, in roots-----20 pounds--		40		5
Meat, fresh, and other fresh provisions -----Free--	Free		Free	
salt, fumed or dried -----pound--		5		3
Oil, in bottles (the weight of the glass included)-----20 pounds--		92	1	20
in barrels -----do--		92		92
Paintings and all products of fine arts-----Free--	Free		Free	
Parasols and umbrellas of every kind -----piece--	2		2	
Potash-----20 pounds--		10		2½
Quicksilver-----pound--		6		2½
Sail-cloth of linen or hemp -----do--		60		10
Salt-----Swedish barrel--		40		40
Silk, raw, colored, or not -----pound--		2½ to 20		1
spun (frame and organsine)-----do--		20 to 90		15
Silken webs -----do--	3 to 5		2 to 5	
Syrup-----20 pounds--		55		55
Skins -----do--	5		2	
Soda, genuine or artificial -----do--		10		5
Soda water and lemonade gazense -----bottle--		2		2
Soap (not perfumed) -----20 pounds--	1	50		75
Sugar, raw -----do--	1	50	1	50
refined-----do--	1	25	1	25
Steel-----do--		15		15
Sulphuric acid and vitriol-----do--		80		20
Tin, in pigs, bars, or plates-----do--		15		10
Tobacco, leaf with stalks-----do--	2	25	2	25
leaf without stalks and negro-----do--	4	50	4	50

EXTRACT—Continued.

	The late tariff of 1852.		The new tariff of 1857.	
	Silver roubles.	Copecks.	Roubles.	Copecks.
Tobacco, Turkish smoking.....pound.....		30		60
snuff.....do.....	1	70		80
cigars.....do.....	2		2	
Ultra-marine, genuine.....do.....	1			5
artificial.....do.....		10		5
Wadding.....do.....		10		2½
Watches of gold or silver.....apiece.....	2		1	20
White-lead and white-zinc.....pound.....		2½		1
Wine, cask wine.....Swedish can.....		40		40
champagne and other sparkling wine.....bottle.....		50		50
all other wine, not sparkling, in bottles.....do.....		30		25
Wool, raw, colored.....pound.....		5		1
not colored.....do.....		½		½
woolen stockings, caps, jackets, drawers.....do.....	1			55
Zinc, in plates.....20 pounds.....		90		45
in pieces.....do.....		60		30

OCTOBER 1, 1857.

In the lapse of the last year (1856) no American vessels visited this port. At two other ports of the grand duchy of Finland there arrived American vessels, viz :

At the port of Christinestad the ship "M. de Embil," from New Orleans, with a cargo inward of 817,860 pounds of cotton, and a crew of twelve men. Cargo outward, boards and planks, cleared to Bordeaux.

At the port of Wiborg the barque "James Briandt," of 700 tons, arrived from Cadiz ; inward, salt. Cargo outward, boards and planks, cleared for Bordeaux. As there is no American consular officer at Christinestad or at Wiborg, could not obtain any further particulars as to the crew, the value of the cargoes, nor make out any consular return in due form.

IRKOUTSK, AMOOR RIVER.

JANUARY 31, 1857.

I reached Irkoutsk on the 7th of January last, after a passage of thirty-five days from Moscow. I halted at the most important and interesting cities on the way, in order to gain what information I could in respect to the commerce of the country.

At Nijne Novgorod, the seat of the great fair, I stopped to look at its situation.

The sale of tea at the late fair amounted to 6,920,000 silver rubles. The whole value of trade at the fair was over 300,000,000 of rubles. Should the Amoor river be opened to commerce, it would not injure the trade of this city, for there would be commerce enough for all when the country is opened and known. European Russia must still continue to draw her teas overland. The opening of a direct commerce between Siberia and the United States by way of the Amoor would develop an immense amount of commerce now latent, would stimulate

all branches of industry, and finally make that vast country known to the world. It possesses immense mineral wealth, but wants population and enterprise. Nijne is well built on the west bank of the Volga, where the Okah joins it from the west. There are some forty steamers on the Volga, and commerce is rapidly increasing. The distance to Astrakan and the Caspian sea is some twelve hundred versts. The river is frozen, but not yet sufficiently to risk a ride on it to Kazan, some five hundred versts to the east.

I halted at Kazan, the old Tartar capital. It is a fine city, and commands much commerce. At Ecatherineburg I remained two days. This is the centre and capital of mining operations in the Ural mountains. The trade concentrating here seems to be large. It is a beautiful and well built city, and takes one by surprise, perched as it is on the pinnacle and in the very heart of the mountain, half European, half Asiatic. The product of the mines (gold) is said to be 5,000,000, rules and the variety of minerals, precious stones, and marbles is truly wonderful. The government has a mint for copper and other works, for iron, marble, and precious stones. Tumen was the next point of interest. Here is gathered the eastern Siberian import trade, and export, one descending from the other, resting to gather strength to cross the Ural from Asia to Europe. Tobolsk formerly engaged this commerce, but Tumen, being more direct, has superseded it. Thence by Omsk, which is a well built city, I reached Tomsk, where I rested to observe the annual fair. This is quite an important point, and seems to command an extensive trade. Between this and Omsk I commenced to meet trains of sleds loaded with tea from Kyachta. Tomsk is one of the great halting places for these trains, and where the tea is discharged and taken up by other trains, the trains that bring the tea returning with other merchandise. I saw in the open streets piles of tea being reloaded, on its way to Nijne Novgorod. The amount and variety of merchandise displayed here was quite astonishing, and, with frost at thirty degrees of Reaumur, business was brisk as possible. From this on to Crasnoyousk the number of tea and other trains increase, and to say that I saw one thousand sleds in a day's travel would be within the mark.

At Crasnoyousk I rested to learn something of mining operations in that region. This place is the emporium or capital of a very extensive gold mining region on the Jenesai. The "placers" in the immediate vicinity are somewhat exhausted, but to the north for seven hundred versts and in other directions there are extensive and rich mines. New discoveries are also being made as the country is more carefully explored, for which purpose the natives of the country are employed in the summer.

While speaking of gold, I will state some facts learned here, (Irkoutsk.) I saw one miner who employs twelve hundred men in "placer diggings" one thousand versts to the northeast of this place, on a stream that falls into the Lena. His mines produced last year one hundred and fifty poods of gold, which, at thirty-six of our pounds to the pood, give five thousand four hundred and six pounds, estimating the value of a pound of gold (roughly) at \$200, will give \$1,800,000, or \$900 to the hand, and, owing to the severity of the climate, but five months in the year can be employed in labor. Another establishment of two thousand hands yielded \$828 to the hand. This certainly will compare favorably with the mines of California. I have seen samples and specimens of the gold and sand, which closely resemble those found in California. In fact, from all I can gather, certain sections of this vast country are wonderfully rich in gold, and as all that is dug has to pass into the government mint, the amount obtained remains unknown to the public.

I find this a very pleasant city, and the centre of all that is interesting in eastern Siberia.

It is the seat of learning, of commerce, of fashion, of wealth, of power for this region, and worthy of a critical analysis. The appearance in this remote region of any foreigner would create at least curiosity, and some inquiry as to the motives and object of his visit ; but being the first American who had visited this city, (with the exception of Captain Hudson, who brought out the steamship *America*, for Russian service at the Amoor, who arrived here overland from Agan a few days previous to my visit,) it excited unusual curiosity.

There is much wealth here, and a great company is talked of to put steam on the Amoor, as well as on the Lake Baikal. There is one steamer on the lake, the only one in Siberia, of eighty horse power, built eight years since. The machinery is German. At present the only way of procuring machinery is overland from Ecatherineburg, some three thousand five hundred versts distant. Coal and iron abound here, and as yet little has been done to develop them. Iron is made, but no machinery. Within a few days I shall go to Kyachta and Mia-mat-tschin, to attend the annual fair. It is distant from this city, in a southeast direction, about five hundred and fifty versts. The Baikal lake is now frozen, and the whole distance will be performed in a sleigh with post horses.

I take the liberty of mentioning, as it may not be uninteresting, the system of "posting" in Russia, having had a good opportunity to observe it from Moscow to this city, a distance of over five thousand versts, and some twelve degrees more of longitude than from Boston to Astoria.

This system of "posting" was originally established by the government for its own sole purposes : first, strictly military ; then followed the mail for the public ; and, finally, for the use of travellers. There are, from this place to Moscow, two hundred and ten stations, at which six "troykaks" (eighteen horses) are contracted for by the government to carry the mail twice a week, at three hundred roubles each "troykah" per year. The stations were originally built by the government, and a postmaster appointed to reside at each. This arrangement compels the contractors to furnish the mail with the necessary horses and vehicles ; the horses at all other times (with the exception of one troykah, which must remain always for the despatch of government couriers,) are at the command of travellers, who carry what is called a "pardaroshua ;" that is, an order by the government on the "postmasters" to furnish a certain number of horses for this pardaroshua ; the government receives, when delivered to you, one-half of a copiete a verst per horse for the distance you are to travel by "post." This order, besides being an absolute command on the "postmaster" to furnish the horses which are required, authorize them, in case the post horses are employed in the transportation of the mail, to procure (command) other horses from the peasants of the villages. The system in Russia is very complete and seems to work well, and is worthy of consideration by our government, in case a "post road" be established from our western frontier to California.

The distance from Moscow to this city is "5,138" versts ; the verst being two-thirds of our mile will give thirty-four hundred and twenty-six miles. This is accomplished under ordinary circumstances in twenty-five to thirty days, and by government couriers in fifteen to twenty days—ordinarily in sixteen, seventeen, or eighteen days. There are two hundred and ten stations or changes of horses. This gives the average of twenty-five versts to the station ; that is, each relay of horses has to run $16\frac{2}{3}$ miles. Now, the government pays to the contractors three hundred roubles, (silver) two hundred and twenty-five dollars, for each "troykah," (three horses ;) that is, eighteen hundred roubles to each station for the service of the mail. This, multiplied by two hundred and ten, will give, for carrying the mails from Moscow to Irkoutsk, three hundred and

seventy-eight thousand roubles, (\$283,000.) The regulations posted in the stations give the passenger the right to travel eight versts per hour in the fall, twelve in the winter, and ten in summer. This rate of speed you have a right to enforce. As to the couriers, they make all that the horses are capable of, and as many as twenty-eight horses have been driven to death in going once over the route. The government pays a stipulated price for the dead horses—twenty-five roubles each. One of the most singular features in this route from Moscow—such an immense distance over such an immense waste of country—is the fact that it occurs less than a half dozen times that the change of horses does not take place in a city, town, or village. I have no hesitation in saying that I passed through, between this place and Moscow, five hundred cities, towns, and villages. This, of course, has been the work of time and a strong government, because villages are made by imperial command; but, nevertheless, there is much to be learned in this respect, and it might be of real service to us in solving the problem as to a post road, being the avant courier of the Pacific railroad to unite the Mississippi with the Pacific ocean. In performing the journey myself, I employed over seven hundred horses, because I frequently had four, and sometimes five, to my sleigh. This, with the two hundred and ten drivers and fifteen additional postillions—say two hundred and twenty-five drivers—at a cost of three hundred and twenty-five roubles for a “troykah,” or about eight cents per mile.

The proper time to go to Cheta will be before the breaking up of winter, otherwise the journey would be much longer and more difficult. I shall remain in Cheta, or in that region, probably till May, according to the best information to be gained at this time, when the first expedition for the season will embark upon the Amoor for Nicolaief. I visited to-day the museum, which is also the depot of mineralogical and geographical knowledge. The mineral richness of this country, judging from the specimens exhibited, is truly wonderful. The department of antiquity is also interesting, and as to antediluvian remains, no country possesses a tithe of what this does.

There are many varieties of fish in Lake Baikal, but particularly one of very singular species. This fish is cast upon the shores after great storms; a live fish has never been seen. The fish is quite a mass of fat, from which the inhabitants make quantities of oil, which is used for domestic purposes. Bitumen or asphalt is also thrown up from the depths of the lake and cast upon the shores, from which, also, oil is very readily obtained. The shocks of earthquakes are frequent, but do no damage.

I saw, yesterday, a Greek priest, who had been some years in Pekin, China. He gave me some interesting information, particularly concerning the trade and products of Northern China, Mongolia, and Manchooria. The northern portion of China, north of the Yellow river, produces no tea, but much silk. There is a coarse but most excellent kind of silk produced, which is much esteemed for men's garments. The worms are fed on a species of oak peculiar to the country. This silk is produced in large quantities, and a dress or robe of it, such as worn by the priests, will last ten years.

The Russian mission is composed of ten persons; never more, but may be less by death or other cause. They reside within the city of Pekin, near the imperial palace; have a Chinese guard of honor, but are perfectly free and unrestricted in their movements. This priest had been to Canton over land. The Chinese have a school of twenty-four young men, taken from the children of those who are descendants of the Cossacks made prisoners at the capture of Albasin, on the Amoor river, in 1680, in the war with Russia, and who were removed to Pekin.

These boys are taught the Russian language, and any document coming from Russia is sent to this school to be rendered into Chinese, as well as such Russian books or writings of the contents of which the Emperor wishes to be informed.

The steamer "America" has made the passage from Nicolaief, mouth of the Amoor, to Agan, through the straits north of the Amoor, into the Okhotsk sea. This has heretofore been considered impracticable. It is reported that there are fourteen feet of water on the bars. Twenty-two feet is found in the straits of Tartary; but the charts and such specific details of the navigation as are valuable are as yet only in the hands of the local authorities there.

From the junction of the two rivers, Shelka and Argoon, which form the Amoor, the distance to Nicolaief is over three thousand five hundred versts. The Shelka rises in Trans-Baikal; the Argoon forms the boundary between the Mongolian Chinese possessions and Siberia. Both of these rivers are navigable, but to what extent is uncertain. There is navigation from this point, by the Angara, Baikal, and Selenga, to within a short distance of Kyachta, and steam could be employed the whole distance. From this place to the mouth of the Amoor is six thousand versts.

MARCH 4, 1857.

Since my last, of January 31, 1857, I have visited Kyachta and Mia-mat-tschin. These places are situated five hundred and fifty versts to the southeast of this place, in north latitude $51^{\circ} 21'$ and east longitude $106^{\circ} 43'$ from Greenwich; the one, Kyachta, (Russian,) in Siberia; the other, Mia-mat-tschin, (Chinese,) in Mongolia, on the northern edge of the desert of Cobi. Kyachta proper is inclosed by wooden walls or fences, having gates, and a military guard to prevent smuggling, and only separated from Mia-mat-tschin by an open space, a rifle shot across, common to both, or neutral ground.

Three versts distant is Troyscosarf, and twenty-two versts further, on the Selenga river, is Ouse-Kyachta, containing in all a population of five thousand and five hundred. The population of Mia-mat-tschin is three thousand, within the walls, (Chinese;) on the outside is a Mongul-Tartar town of considerable size; besides, the country on both sides the river is settled, producing cattle, grain, horses, sheep, and other objects necessary to the consumption of all engaged in the Russo-Chinese commerce. The round value of trade, according to the best information, is thirty millions of roubles a year. The official return is different. The contraband trade is admitted to be great on all sides. There is also another place to the west where much tea finds its way into Russia. The distance from Kyachta to Peking is variously estimated at from twelve to sixteen hundred versts. This distance is accomplished by post in thirty days, on horseback, four times a year; the last post arrived a few days before I reached Kyachta. There had been a great earthquake in northwest China, destroying a city and thirty thousand people. Bread was scarce in some sections, there being a famine. No information of the bombardment of Canton by the English, as reported in the French papers, had reached Peking. All was quiet in northern China, the rebellion not being felt there. Some disturbances were reported among the Monguls of the west. The export of tea, by the way of Peking, to the Mongul frontier city of Holkan, on its way to Russia, had been much impeded in consequence of the exactions of the authorities, which was having its influence on prices at Mia-mat-tschin; but much tea was finding its way by the Yellow Sea, through Corea and Manchouria, to Holkan, which is three hundred versts to the northwest of Peking, and the starting point for the Russian trade across the desert. At this time the transportation of the

merchandise is mostly by oxen or carts, as cattle are cheap and plenty in Mongolia, and the cost much less than by camels and dromedaries, as formerly, though not so expeditious. Dromedaries, in Mia-mat-tschin, are worth thirty roubles. I asked a driver, in attendance on a number of them, how far the fleetest could travel in a day? He answered, two hundred versts; these were for the saddle. These dromedaries are of the Bactrian or Bucharian breed, and endure cold equal to the horse; the frost was at 20° of Reaumur when I saw them, and their faces and nostrils covered with frost from their breath. This fact may be of some practical importance in the introduction of camels lately into Texas by the government, for use on our western frontier; the whole country being covered with snow in the region of Mia-mat-tschin seemed to be no impediment to their use. The merchants of Kyachta treated me with great consideration and unbounded hospitality.

At a public dinner, on the day of my departure, the "Golooah," or head of the merchants, after "the health of the Emperor," gave "the health of the President of the United States," which was drunk standing, with cheers. In acknowledging the compliment, I told them of the advantages which must accrue to their country by the opening, the knowledge and commerce of it to America by the Amoor; that if they would but lend a helping hand, and our commerce was desirable, they would see, in a few years, their commerce very much augmented; that the mighty agent, steam, would unite the waters of the great Eastern Ocean with the waters of Siberia, by way of the Amoor river; and that instead of traversing over six thousand versts by land, their merchandise would be deposited by steam at their own doors. The American character is highly appreciated here, and our people and countrymen are highly spoken of by the well-informed. The ways of trade here are fixed, being handed down from father to son, and from generation to generation, and no alteration is thought of; many vast fortunes have been made in this trade, the secrets of which are like heirlooms in ancient families. In fact, the whole trade is *one great secret*, each merchant having his own peculiar knowledge, which he communicates to none. This may be conceived of in a country so remote, where there are no public modes of conveyance, no newspapers, no publications of trade or business of any kind; and the intercourse being between two such people, and the language employed being mostly the Mongul tongue, it is not strange, therefore, that so little has been known in relation thereto. By the same mode of posting which prevails in Russia, Pekin could be reached from Kyachta in eight days, or by couriers in five days; merchandise occupies forty-five to sixty days from Holkan to Mia-mat-tschin; thence to Moscow from four to twelve months, according to the season of the year or cost of transportation. I was in Mia-mat-tschin frequently, and was invited to witness the Feast of Lanterns, as observed by the Chinese. The dinner was given by the chief of the city, "the Zar-gottschay," followed in the evening by eight other feasts, at the residences of the first and wealthiest merchants.

It was a curious affair; but it gave me a good opportunity to see much of their interior life and habits, and to guess at something of their commerce and wealth. The city is well built; in fact, there is the exhibition of considerable wealth and luxury in their houses and appointments. I was shown large warehouses filled with tea for the Russian merchant, in exchange for his skins and cloth, or, perhaps *gold and silver*; for it is now said by some persons, that, instead of one-third being paid in silver, as established by the treaty of Kyachta, two-thirds of silver and gold finds this way into the strong boxes of the Chinese merchant, so that silver and gold bear a high premium in that region. In fact, there is no circulating medium in Siberia but copper and the Russian "credit notes." The commerce of Siberia must become

very interesting to the United States, to which must be added that of Mantchooria, Mongolia, and northern China, of which we now know nothing. One article—for instance, cotton fabrics—might be introduced to the amount of millions yearly. Then there are many products of these countries that could be received in exchange at much advantage. But this must be done through the Amoor and its affluents; it can hardly be estimated what a revolution in trade and commerce can be effected in this region, the fondness of the people for luxuries and foreign merchandise being very great; if the means of procuring them were facilitated, and prices cheapened, in a few years a trade of many millions could be effected.

I shall leave here on the 10th instant for Cheta, the highest point of navigation in the Siberian waters of the Amoor.

PRUSSIA.

Exports from Aix-la-Chapelle to the United States during the quarter ending March 31, 1857.

Articles.	Value.
	<i>Thalers.</i>
Woolen cloth.....	552,098 29 1
Lead.....	40,776 5 9
Velvet ribbons.....	29,220 22 8
Needles.....	1,766 16 0
Cologne water.....	716 20 0
Wines.....	365 0 0
Total.....	624,944 3 6

At 69 cents the thaler, equal, United States currency, \$431,211 44

Exports from Aix-la-Chapelle to the United States during the quarter ending June 30, 1857.

Description.	Value.
	<i>Thalers.</i>
Woolen cloth.....	373,491 2 11
Velvet ribbons.....	46,531 11 1
Ultramarine	891 7 6
Woolen flocks.....	195 19 3
Needles.....	127 0 0
Lead	36,465 11 6
Total.....	457,701 22 3
United States currency.....	\$315,814 20

Exports from Aix-la-Chapelle and Cologne to the United States.

During the quarter ending September 30, 1857.		During the quarter ending March 31, 1857.	
Articles.	Value.	Articles.	Value.
<i>AIX-LA-CHAPELLE.</i>		<i>COLOGNE.</i>	
	<i>Thalers.</i>		<i>Thalers.</i>
Woolen goods.....	391,295 1 5	Woolen cloth.....	29,934 8 6
Velvets.....	40,990 5 0	Velvets.....	4,717 14 5
Lead.....	29,479 17 10	Wines.....	4,080 0 0
Needles.....	2,065 15 0	Velvet ribbons.....	2,800 5 9
Pins.....	5,811 17 5	Ultramarine.....	1,995 19 6
Household effects.....	1,300 0 0	Silk goods.....	1,957 0 0
Ultramarine.....	448 20 0	Drugs.....	1,096 0 4
		Cologne water.....	922 15 0
		Paper.....	600 4 5
		Plush.....	859 12 4
		Wine, brandy, and segars.....	79 0 0
Total.....	471,390 16 8	Total.....	49,041 20 3
United States currency.....	\$325,259 50	United States currency.....	\$33,838 75

A thaler equal 69 cents United States currency.

Exports from Cologne to the United States.

During the quarter ending June 30, 1857.		During the quarter ending September 30, 1857.	
Description.	Value.	Description.	Value.
	<i>Thalers.</i>		<i>Thalers.</i>
Woolen cloth.....	50,418 12 5	Liqueurs.....	3,972 4 0
Velvets and velvet ribbons.....	20,716 0 8	Velvets.....	26,663 0 12
Still wines.....	1,252 23 0	Cologne water.....	2,417 26 14
Cologne water.....	1,382 9 4	Woolen cloth.....	22,365 10 9
Hatchets.....	612 13 10	Sundries.....	808 25 5
Sparkling wines.....	185 20 0		
Wines.....	147 5 0		
Nails.....	181 25 0		
Total.....	74,896 19 3	Total in thalers.....	56,227 8 6
United States currency.....	\$51,678 68	Total in dollars.....	\$38,796 75

Exports from Barmen to the United States.

During the quarter ending March 31, 1857.				During the quarter ending June 30, 1857.			
Articles.	Value.			Description.	Value.		
	<i>Thalers.</i>				<i>Thalers.</i>		
Woolen cloth	228,553	22	9	Woolen cloth	310,737	25	10
Ribbons, cords, braids, fringes, bindings, &c.	87,967	15	8	Trimmings, bindings, braids, cords, fringes, ribbons, &c.	37,181	24	9
Silk, half silk, and elastic ribbons.....	23,420	14	3	Small ware, cotton, half silk, &c.	27,809	20	6
Silk and half silk goods	28,633	23	4	Silk and half silk ribbons.....	18,230	25	0
Silk and half silk cravats.....	23,435	4	3	Silk, half silk, and worsted goods.....	14,077	9	0
Silks	21,438	9	0	Ribbons.....	13,926	1	2
Iron, steel, and brass ware	20,580	12	6	Silk cravats.....	18,555	3	0
Scissors, knives, and cutlery	5,745	4	6	Bronze ware	13,536	4	11
Ribbons	13,725	5	6	Scissors, knives, cutlery, &c.	9,454	22	6
Buttons	7,716	21	3	Needles and knitting pins	8,817	15	5
Bronze ware	4,731	12	9	Hardware	8,238	3	10
Needles	5,854	8	8	Buttons	7,762	15	0
Vestings	2,086	0	6	Vestings	6,488	11	0
Hardware	2,978	2	3	Silks	5,065	15	3
Percussion caps	1,496	25	6	Iron, steel, and brass ware.....	4,898	3	0
Dyed cotton yarn.....	1,136	8	0	Silk veils.....	3,545	3	0
Tapes	416	20	0	Nickel	2,469	2	9
Velvets	821	6	0	Rhenish wines	2,367	15	0
Cotton love ribbons.....	287	7	10	Paper hangings	2,165	16	0
Cologne water.....	276	14	0	Half worsted shawls	2,014	0	0
Nickel	782	9	6	Velvets	1,866	29	6
Silk veils.....	1,868	27	0	Half silk goods.....	7,452	2	0
Curtain ornaments.....	2,417	29	0	Curtain ornaments.....	816	5	0
Silk shawls	580	0	0	Percussion caps.....	478	4	10
				Cotton hat bands.....	768	11	2
				Elastic articles	528	8	0
				Half silk and cotton goods.....	491	3	0
				Piano locks.....	131	6	0
	486,950	10	0		529,873	6	5
At 69 cts. per thaler = U. S. currency..	\$335,995	73		United States currency	\$365,612	52	

Exports from Crefeld to the United States.

During the quarter ending June 30, 1857.		During the quarter ending March 31, 1857.	
Description.	Value.	Articles.	Value.
	(^o) <i>Thalers.</i>		<i>Thalers</i>
Silks	280,781 0 11	Silks	226,759 19 8
Cotton goods	11,492 18 1	Cotton goods	15,526 24 11
Woolen goods.....	10,974 29 10	Woolen goods.....	5,518 25 4
		Goods of silk mixed with cotton	1,007 15 11
	303,248 18 10		248,812 25 10
United States currency	\$209,241 55	United States currency	\$171,680 88

(^o) A thaler equal to 69 cents United States currency.

Exports from Crefeld to the United States, the quarter ending September 30, 1857.

Silk goods.....	<i>Th.</i> 280,534 15 4
Woolen goods.....	178 10 6
Total in thalers.....	280,712 25 10
Total in dollars.....	\$193,691 87½

STETTIN.

APRIL 15, 1857.

Although several articles declined considerably after the termination of the Crimean war, the Baltic ports have no reason to complain of the trade last year. At this port, in particular, the importation has so greatly increased that the value amounts to 22,000,000 Prussian dollars, against 15,000 Prussian dollars in the preceding year. The Sound being free, (thanks to the United States,) cotton twist, and many other articles, consequently, no longer prevented from coming this way, there is no doubt that the importance of this port will increase from year to year. Much will depend upon the further proceedings of the Zollverein. It is still hoped that the other States will see, by and by, the necessity of adopting the more liberal views of Prussia, though at present there is little prospect of it. The question of the admission of paddy for shelling and grinding has not yet been decided, the majority having disputed the right of Prussia to admit the same in bond and raise duty on the produce only. Thus we have the spectacle of seeing very extensive storehouses erected here unable to commence business until this question is finally settled.

The importation from the United States last year in foreign vessels amounted to \$57,000.

AUSTRIA.

VIENNA.

MAY 14, 1857.

I have the honor to enclose a copy of the new coinage bill for the German States. As yet it has not been officially announced, as some one or two of the smaller States have not signed.

Austria, the greatest loser, has given her consent, so that you can now depend not only upon the signatures of all the States, but upon its correctness.

The coinage now has a common basis. The coins are to be so regulated as to form decimal parts of each other; the Prussian thaler will be equal to one and a half Austrian, and one and three-quarters south German florin. The Zwanziger (20 kreutzers) is to be abolished.

One pound of fine silver is to be coined into thirty Prussian thalers, or forty-five Austrian, or fifty-two and a half south German florins. The smallest pieces of the Union coinage will be one-sixth of a thaler, or one-quarter of a florin; formerly the florin was divided into thirds, (the Zwanziger, 20 ks. pieces.) The largest silver coins will be of the value of two Prussian thalers, equal to three Austrian, or three and a half south German florins; the proportion of copper to silver will be one-tenth of the former to nine-tenths of the latter. Each State can coin as many of the pieces of the highest value as their own wants may require; but of the one thaler, one and a half and one and three-quarter florin pieces, they can coin only to the close of the year 1862, at the rate of twenty-four pieces to every one hundred of the population; in the following years, from January 1, 1863, within every four years, eighteen pieces shall be coined to every one hundred of the population of the different States. Each State can coin smaller pieces of silver and copper than the smallest of the Union coins just mentioned, but these shall be stamped *scheidemunze*, (small coin,) instead of *vereinsmunze*, (Union coin.)

The gold coin for the contracting States shall be the crown and half crown. The crown to contain one-fiftieth, and the half crown one-hundredth of a pound of fine gold. Austria is allowed to issue her ducats, as at present, until the close of the year 1865. The silver value of the gold is to be determined by the market price of gold, as gold coin will not be considered as legal tender. The proportions of the gold coin will be one-tenth of copper to nine-tenths of gold. No State will be allowed to issue paper money, except the paper is redeemable in specie; the exception now existing in Austria is to cease on the 1st January, 1859.

NOVEMBER 15, 1857.

I have the honor to enclose the last official statement of the National Bank of Austria, believing that it will prove of interest at the present time.

We have been visited with a severe monetary crisis. No less than one hundred and twenty-five bankruptcies have occurred in this city alone, fortunately not one of which were engaged in the American trade, although several shippers to the United States have been severely tried. You will perceive, by the enclosed statement, that the bank stands as follows:

Specie and bars in vault, florins (a)	97,050,401 09 $\frac{1}{4}$
Loans on security in Vienna, florins	63,285,634 50 $\frac{3}{4}$
Loans in other parts of Austria, florins	23,922,904 50
Deposits of securities on loans, florins	306,009,906 04 $\frac{1}{2}$
Reserved fund in state paper, florins	10,361,558 31
Pension fund in bank, florins	1,092,122 16
Value of bank property, florins	17,876,008 56
Total	519,598,536 37$\frac{1}{2}$

(a) The florin is equal to 48 $\frac{1}{2}$ cents.

The debtor account is as follows :

Bank notes in circulation, florins.....	396,606,326 00
Relief, florins.....	3,604,600 00
Reserved fund, florins.....	10,361,588 17 $\frac{3}{4}$
Pension fund, florins.....	1,082,554 44
Unclaimed dividends, florins.....	4,763,065 33 $\frac{3}{4}$
Bank fund, florins.....	103,180,400 00
Total.....	<u>519,598,536 37$\frac{1}{2}$</u>

The bank is required to resume specie payments on the 1st day of January, 1859 ; and as it now has notes in circulation to the amount of 298,555,927 florins more than specie in its vaults, it is a question whether it will be in a position to do so at the time required, although the increase of specie during the last three months has been f. 1,875,003 00 $\frac{1}{4}$ k.

Owing to the present crisis, an immense depreciation has taken place in the stock, but there is no question of the soundness of the bank ; and if the Austrian government would allow it to dispose of the crown lands mortgaged to it for loans advanced, there is no doubt that the stock would immediately go up to the old mark, (100 per cent. above par,) and the benefit derived by the government would be great, in so much that it would enable it to pay off a considerable portion of the public debt, and at the same time place the bank beyond the reach of any monetary crisis that might occur.

The bank still continues to discount, (at five per cent,) but as it requires $\frac{1}{2}$ or $\frac{1}{3}$ more in value of deposits of stocks than the amount loaned, and as its notes are not payable in specie, it can do so without any risk whatever, and at the same time greatly benefit the mercantile community.

Exchange on London (at sight) is quoted at f. 10 30 kr. per £ ; and as the Austrian florin, according to our valuation, is 48 $\frac{1}{2}$ cents, and the £, say \$4 85, there would be a difference against Austria of 26 $\frac{1}{4}$ cents on the £, and this difference of exchange would hold good throughout nearly all of Europe.

In conclusion, I would state that this is not the season for shipping, consequently no large amount of goods will be forwarded for some months to come. I am pleased to inform the department, however, that to this date there has been no falling off in the amount forwarded in comparison with the previous year, commencing October 1st, (the dull season ;) and I am of the opinion that there will be diminution in the exports from this country to the United States for the ensuing year.

TRIESTE.

SEPTEMBER 30, 1857.

I have the honor to wait on you with my annual trade report.

Trieste is one of the most flourishing and important of the commercial cities of southern Europe, and has been a free port since about the middle of the last century. Commerce, which enriches Venice, has transferred her seat to the shores of Illyria, and made Trieste the great entrepôt for the merchandise of the Levant, the southern provinces of the Austrian empire, and the neighboring Italian States.

Trieste has also an extensive trade with the Danubian principalities, the Banat, the Black Sea, the Mediterranean, the United States, Great Britain, France, Russia, Spain, Holland, Belgium, Portugal, the Antilles, and Brazil.

The annexed tables show the value of the imports and exports in 1856 :

<i>Imports.</i>	
By sea, florins.....	120,753,959
By land, florins.....	32,801,948
Total imports.....	153,555,907, equal to £ st. 15,355,590.
<i>Exports.</i>	
By sea, florins.....	102,491,717
By land, florins.....	34,551,722
Total exports.....	137,043,439, equal to £ st. 13,704,343.

Thirty-eight foreign States have consular agents permanently residing here. The population, a Mosaic one, embracing all nations, creeds, and tongues, is about 96,000. The general regulations of trade are like those of other free ports, and their effects are beneficent. No articles are prohibited to be imported, either from the place of their growth or production, or from other places. But the Austrian government has a monopoly of the trade in tobacco, gunpowder, salt, and saltpetre ; and these articles can only be imported under certain restrictions, and upon the payment of enormous duties. The municipal authorities of the place also control the wine and spirit trade, and levy a duty of about twenty-five per cent. on wines, and of 50 per cent. on spirits. The revenues derived from this source belong to the town.

All other wares and merchandise are duty free.

To defray the actual, necessary expenses, incurred for the maintenance of light-houses, &c., the tonnage dues for the port have been established at 17 kreutzers per ton on all vessels belonging to favored nations ; for non-favored, viz : Spain, France, and Portugal, the tonnage duties are fixed at one florin per ton.

All vessels arriving at Trieste from sickly or infected districts or ports are liable to perform quarantine. Those from healthy places are admitted at once to free pratique. The regulations of the port for entering and clearing vessels are nearly the same as elsewhere. The value of the merchandise imported from the United States direct, during the year 1856, calculated at official prices, amounted to florins 5,791,471—about \$2,672,986 ; and the merchandise exported direct to the United States during the same period, to florins 903,472—about \$417,987.

The accompanying statement shows that during the year 1856 there arrived at Trieste sixty-one American vessels, having an aggregate tonnage of 37,654 tons. Twenty-four of these vessels came direct from the United States. During the first six months of the present year (1857) 29 American vessels, with an aggregate tonnage of 17,041 tons, arrived, of which 15 came direct from the United States.

It will be noticed that 48 of the 61 vessels which arrived during 1856, and 20 of the vessels which arrived during the first six months of the present year (1857) sailed hence in ballast. The table of freights shows that the articles of export to the United States at present are rather limited ; and the fact is, the merchants and manufacturers of the interior of the empire find it their interest to forward and receive a part of their wares *via* the northern ports of Hamburg and Bremen.

It will be seen, by reference to the table of imports and exports, in the annexed statements, that the raw cotton, imported direct from the United States, is set down at 133,000 centinaja, equivalent to about 16,459,668 pounds English ; 8,085 bales raw cotton, the growth of the United States, were imported in addition, however, from Great Britain and France.

The interest now felt in the trade, manufacture, and consumption of cotton throughout the world, has led me to take more than ordinary pains in procuring the most reliable information, and I respectfully beg to call the attention of the department to the following :

Raw cotton imported at Trieste, by sea, during the year 1856.

Quality.	Where from—	Number of bales.	Value.	Stock on the 31st December, 1856, (in bales.)
American, (U. S.) -----	United States -----	36,061	-----	-----
Do -----	Great Britain -----	2,942	-----	-----
Do -----	France -----	5,143	Fl. 5,480,000	948
Egyptian -----	Alexandria -----	39,684	4,525,000	5,147
St. Domingo -----	Port au Prince -----	127	4,800	-----
Macedonian -----	-----	1,903	87,000	180
Levant -----	-----	1,082	77,000	114
East India -----	Liverpool -----	15,966	1,450,000	432
		101,908	11,623,800	6,821

Raw cotton imported at Trieste, by sea, during the first six months of the year 1857.

Quality.	Where from—	Number of bales.	Value.	Stock on hand 1st July, 1857, (in bales.)
American, (U. S.) -----	United States -----	16,346	-----	-----
Do -----	Great Britain -----	180	-----	-----
Do -----	France -----	-----	Fl. 2,600,000	5,574
Egyptian -----	Alexandria -----	11,811	1,700,000	337
St. Domingo -----	-----	80	4,000	-----
Macedonian -----	-----	2,566	114,000	2,400
Levant -----	-----	651	47,000	308
East India -----	Bombay -----	3,067	1,900,000	7,800
Do -----	Calcutta -----	325		
Do -----	Liverpool -----	15,621		
		50,647	6,365,000	16,419

Raw cotton entering the Austrian empire from any point is duty free. The trade has lately lost somewhat of its importance, however, as appears by the following tables :

	1852.	1853.	1854.	1855.	1856.
Total imports into Trieste ----- (bales) -----	117,126	100,739	99,139	72,238	97,908
Of which the following were American ----- do -----	55,140	42,642	38,749	22,489	39,146

The deficiency in other qualities depends upon the quantity produced in Egypt and the Levant. In American cotton less was done, on account of greater facilities, greater despatch, and cheaper prices afforded to spinners in the interior of the empire by importers of northern markets, viz: Hamburgh and Bremen. These facilities can be accorded in consequence of lower freights from the United States, the sea voyage being shorter that way, and lower rates of insurance. Trieste importers have banking commissions to pay in London or Paris, there being no exchange on Trieste, as there is on Hamburgh and Bremen. Consumption of cotton in the Austrian dominions is, however, on the increase, and amounted last year, (1856,) according to the custom-house returns, to 768,190 cwt., against 626,961 cwt. in 1855. The industrial parts of the Austrian empire are Bohemia, Austria proper, Voralberg, the Tyrol, and Lombardy. But in the immediate neighborhood of Trieste there are four cotton mills, viz: at Gorizia, Aidussina, Pordenone, and Laybach. The spinners of Bohemia receive their American cotton from Bremen, Hamburg, and Holland, and Trieste supplies them only with Egyptian, owing to the high freights per railway. Austria proper buys partly in the northern ports, and partly in Trieste, according to the prices ruling in the different markets. Voralberg procures her cotton from Holland and France, the Tyrol chiefly from Trieste, Lombardy from Genoa, and Gorizia, Aidussina, Pordenone, and Laybach, exclusively from Trieste.

The quantities of cotton consumed in the empire in 1856 were imported in the following proportions: From the northern markets, for Bohemia and Austria proper, 321,980 bales; from Trieste, Venice, and Genoa, for Lombardy and Tyrol, 210,500 bales; from Trieste, for the interior, 235,710 bales.

East India cotton is coming more and more into use. Prior to 1853 the duty on yarns imported into the Austrian empire was, florins, 12 (silver) for every 100 pounds, "custom-house weight." It is now only florins, 6. The reduction, and the manner in which the duty is levied, is prejudicial to the spinners of high numbers in Austria. Austria levies her duty on yarns, without any regard to the cost or quality, on the weight! Thus 100 pounds of high and dear numbers pay no more duty than 100 pounds of low and cheap ones. The spinners of Austria, in the manufacture of high numbers, have always found it difficult to compete with the English, who, in consequence of easy money, good and cheap machinery, &c., have an advantage. Austrian spinners, therefore, now make chiefly low numbers, for which they can employ Surat cotton. Owing to this fact, it is probable that the proportions in the consumption of American and East India cottons will be changed in favor of the latter.

Austria mostly produces yarns below No. 40, and imports the finer numbers from abroad. The imports for home consumption are mostly, *via* Hamburgh and Bremen, from England, and by land carriage from Switzerland and Germany. During the year 1856 the importations of yarn for the whole empire were 148,997 quintals, against 109,347 quintals the previous year.

It is calculated that in Austria there are at this time about 1,786,000 spindles at work, producing about 698,000 quintals of yarns. In 1850 there were only 1,441,000 spindles; 1841, 988,000 spindles. In Lombardy there are 33 cotton mills, working 123,000 spindles, and they chiefly produce yarns between No. 2 and No. 30, which are woven and consumed in the country.

The following, respecting the imports of cotton yarn at Trieste during the year 1856, will be found of interest:

By sea, from port of Great Britain	4,794,100	pounds, Vienna weight.
By sea, from other ports	47,200	“ “
By land	48,200	“ “
	<hr/>	
Vienna weight	4,889,500	
Equal	6,051,143	English pounds.
	<hr/> <hr/>	

Most of the yarn imported into Trieste comes from England, comprising grey twist and a small quantity of bleached yarn. The few bales imported by land are Turkey red, from Prussia and Switzerland. The yarn is mostly re-exported to the neighboring provinces of the Roman states, Turkey, Hungary, the Banat, and the Danubian principalities; but a small quantity is sent into the interior from Trieste. The spinners of Austria, as before stated, produce the low numbers, and the high numbers are, for the most part, imported from England, *via* the northern ports, and from Switzerland by land. Trieste imports from England, for exportation, grey water twist soft, and especially extra hard twisted.

Assorted, $\frac{3}{8}$, Nos. 6 to 14, 8 to 14, 10 to 14, 12 to 14—27 to 30 kreutzers for low to good quality, per English pound weight; $\frac{3}{8}$, Nos. 16 to 24, 30 to 32, 40 to 42—30 to 34, 36 to 41, 50 to 60 kreutzers for low to good quality, per English pound weight. The very high numbers are not imported.

The prices of soft grey water twist are usually 3 to 4 kreutzers less per pound than for the extra hard, and the same assortment is required. The bales are generally of 120 bundles, of 10 pounds English weight.

There is also a trifling demand for bleached water twist, extra hard, Nos. 4 to 10, the price of which is from 5 to $5\frac{1}{2}$ florins per bundle of 10 English pounds.

There is also some little inquiry for grey and bleached mule twist, Nos. 4 to 10. The consumption of yarn extra hard is double that of soft water twist.

The quoted prices are payable in Austrian bank notes, (paper florins,) discount 3 to 4 per cent., at four to six months time, usually in account current, without any bill accepted by the purchasers, who often protract the payment for two to three months, allowing the interest at 6 per cent. per annum.

Almost all the importers of cotton twist receive it for their own account.

Trieste being a free port, no duty is paid on importation or exportation by sea, but if the yarn is sent into the interior of the empire, the entrance duty is on grey yarns 6 florins, (silver,) without regard to quality, for every 100 pounds, custom-house weight, corresponding to about $32\frac{1}{2}$ kreutzers per bundle of 10 pounds, English weight; on bleached yarn 10 florins (about $54\frac{1}{2}$ kreutzers) per bundle of 10 pounds, English weight.

The annexed tables, showing the imports of raw sugars at this port, and the statements relative to the manufacture of beet root sugar, &c., will be found interesting and reliable:

Imports of raw sugar during the year 1856, at Trieste, by sea.

1856.	Brazil.	West India.	East India.	Total.
	<i>Centinja.</i>	<i>Centinja.</i>	<i>Centinja.</i>	<i>Centinja.</i>
January		14,700	100	14,600
February	11,000	16,880	500	28,000
March	5,400	600		6,000
April	22,000	9,000	500	31,500
May	11,000	3,500		14,500
June	11,600	23,900	2,200	37,700
July	16,000	35,000	4,500	55,500
August	3,220	72,730	3,550	79,500
September	13,400	114,000	600	133,000
October	18,050	48,000	1,750	67,800
November	400	17,600		18,000
December	400			400
Total of imports for 1856				486,500
Equivalent to 539,226 quintals.				

Imports of raw sugar at Trieste, during the first seven months of 1857.

1857.	Brazil.	West Indies.	East Indies.	Total.
	<i>Centinja.</i>	<i>Centinja.</i>	<i>Centinja.</i>	<i>Centinja.</i>
January	3,925	9,175		13,000
February		6,500		6,500
March	7,875	7,875	250	15,700
April	6,897		3,905	10,800
May	6,375	12,495	8,835	27,000
June	13,325	25,825	350	39,500
July	13,600		700	14,300

Imports for first seven months of 1857, 126,800 centinjas, equivalent to 140,010 quintals.

The above table shows a considerable decrease in the imports of colonial sugars as compared with the first seven months of the preceding year; this is attributable to the high prices ruling this year in Cuba, and other sugar producing countries, and to the rapidly extending cultivation of beet root sugar on the continent of Europe. Even at present prices, the refiners of colonial sugar complain that they cannot compete with those of beet root, the production of which has hitherto been encouraged by government. Colonial sugars imported into Austria, for the use of refiners, it is true, pay two florins per 100 pounds less duty than the same article imported for use in a raw state; but this discrimination, it is alleged, is insufficient. The only tax on the production of beet root sugar is levied on the manufacturer, at the rate of 12 kreutzers per 100 pounds, Vienna weight, of beet roots employed; 100 pounds of beet roots yield from 5 to 10 pounds raw sugar; average $7\frac{1}{2}$ pounds.

Now, to make 100 pounds beet root sugar about 1,300 pounds beet roots are required, the tax on which is only florins 2.36, whilst the specific duty on 100 pounds, "custom-house

weight," of raw colonial sugar is florins 7, (silver ;) if the weights were the same there would be a difference in the duties of florins 5.24 ; but 100 pounds custom-house weight is only equal to $89\frac{1}{4}$ pounds, Vienna weight, and there exists, therefore, a difference in fact of about florins 6.17.

A congress of the principal sugar refiners of Austria met in Vienna last summer, and, after long deliberation and discussion, determined to recommend an addition to the present duty on beet roots of about 50 per cent.; this recommendation, it is said, meets with the approval of the imperial government, and it is thought will be soon officially announced ; the tax being now on every 100 pounds beet roots, 12 kreutzers, the proposed addition will make it 18 kreutzers per 100 pounds.

Arrivals and departures of American vessels at the port of Trieste during the year 1856.

ARRIVALS.			DEPARTURES.				
Sixty-one registered American sailing vessels, with cargoes, arrived in the year 1856, having an aggregate tonnage of 37,702 tons, viz :			One ship remained in port on the 1st of January, 1857. The quarterly returns heretofore transmitted show the date of arrivals and departures, class, name, tonnage, where from, where bound, of each vessel, and the value of the cargoes landed.				
•Where from.	Vessels.	Tonnage.	Whither bound.	WITH CARGOES.		IN BALLAST.	
				Vessels.	Tonnage.	Vessels.	Tonnage.
From the United States -----	24	13,558	For Austrian ports -----	1	922	8	4,143
From the Spanish possessions..	16	7,778	For United States.....	2	1,141	9	6,224
From Mexico -----	1	270	For Sicily.....	2	805	17	9,422
From Belgium -----	3	1,065	For Mediterranean sea.....			3	2,332
From Great Britain.....	17	15,031	For Africa	1	299		
			For English possessions in Europe			2	770
			For Turkish empire			4	1,474
			For Spain.....			7	6,983
			For Tuscany			3	1,587
			For France			1	402
	61	37,702		6	3,167	54	33,337
Also one steamship of 1,200 tons burden arrived in ballast, sold in Trieste.							

Arrivals and departures of American vessels at the port of Trieste, from January 1 to June 30, 1857.

ARRIVALS.			DEPARTURES.				
Where from	Vessels.	Tonnage.	Whither bound.	WITH CARGOES.		IN BALLAST	
				Vessels.	Tonnage.	Vessels.	Tonnage.
From the United States, direct...	15	8,326	For the United States			3	3,670
“ West Indies.....	1	304	For Sicily.....	1	304	9	3,570
“ Sumatra.....	1	299	For Peru.....			1	548
“ Cuba.....	1	500	For Tuscany.....			1	480
“ Great Britain.....	11	7,612	For Great Britain, and English ports in Europe.....	1	196	5	3,122
			For Austrian ports.....			1	661
	29	17,041		2	500	20	12,060

Twenty-nine registered American sailing vessels arrived during the first six months of the present year, 1857, having an aggregate tonnage of 17,041 tons.

One vessel was sold in Trieste. Seven vessels remained in port on July 1.

No foreign vessels arrived from the United States during the above period.

DIRECT TRADE WITH THE UNITED STATES.

During the year 1856 thirty four vessels, of various nations, arrived at Trieste, direct from the United States, viz :

Nation.	Vessels.	Tonnage.	Remarks.
Austrian sailing vessels..	1	355	With cargoes.
Hanseatic	1	260	Do.
Danish	1	200	Do.
English	3	1,518	Do.
Neapolitan	1	300	Do.
Swedish Norwegian	2	612	Do.
American, (United States)	24	13,558	Do.
American steamship	1	1,200	In ballast ..
	34	18,003	

During the year 1856 fifteen vessels, of various nations, departed from Trieste direct for the United States, viz :

Nation.	WITH CARGOES.		IN BALLAST.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
American, (United States)	2	1,141	9	6,224
Austrian	1	440		
Netherlands	1	390		
Swedish Norwegian	2	772		
	6	2,743	9	6,224

Tabular statement showing the arrivals of vessels, both Austrian and foreign, at the port of Trieste, from the year 1851 to 1857.

Years.	AUSTRIAN.			
	With cargoes.		In ballast.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1852.....	1,445	469,691	1,369	40,120
1853.....	8,239	464,571	1,725	54,707
1854.....	8,620	527,046	1,792	72,288
1855.....	7,630	472,680	1,065	51,617
1856.....	7,918	476,444	1,169	46,905

Years.	FOREIGN.			
	With cargoes.		In ballast.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1852.....	2,111	264,762	30	4,459
1853.....	2,435	293,863	136	7,431
1854.....	1,906	233,211	280	19,612
1855.....	1,686	209,089	41	7,291
1856.....	1,796	244,888	22	5,288

Rates of freight from Trieste to New York.

Rags, in pressed bales.....	\$8 00
Fruit, in packages.....	8 00
Cream of tartar, in packages.....	8 00
Plums, in packages.....	14 00
Steel, in cases.....	3 00
Gum Arabic.....	10 00
Vermilion.....	10 00
Wool, in pressed bales.....	14 00
Hemp, in pressed bales.....	12 00
Mustard seed.....	12 00
Anise seed.....	14 00
Sumac, fine ground.....	8 00

The whole per ton of 2,240 pounds English gross weight, and 5 per cent. primage.

Sponges, essences, fish-bones, senna in casks, or any light goods, ten dollars per ton of 40 cubic feet, and 5 per cent. primage.

Table of Weights, Measures, and Moneys.

Weights.—90½ funti (lbs.) of Trieste or Vienna are equal to 112 lbs. English weight; 89¼ funti (lbs.) of Trieste or Vienna are equal to 100 lbs. custom-house weight, in which duties are paid. A centinaja (ct.) is equal to 100 funti, Trieste or Vienna; 100 are equal to 56 kilogrammes; 50 kilogrammes are equal to 100 lbs. custom-house weight.

Measures.—107 lbs., Trieste or Vienna, are equal to $14\frac{1}{4}$ imperial gallons. The orna of oil is calculated at 107 lbs., and equal to 133 lbs. English; 1,836 funti are equal to 1 ton of 252 imperial gallons; $3\frac{1}{2}$ stara are equal to 1 imperial quarter; $2\frac{1}{4}$ bushels equal 1 stara.

Monies.—Accounts are kept in florins and kreutzers; the florin is divided into 60 kreutzers; the actual currency is paper florins, which are always somewhat depressed.

Value of all the merchandise imported and exported at the port of Trieste from and to foreign States and other Austrian ports, during the year 1856, calculated at official prices.

From and to the —	Imported.	Exported.
	Value in Austrian paper florins.	
Austrian ports	29,340,390	48,081,946
Pontifical States	4,787,605	9,096,567
Two Sicilies	8,772,653	2,714,480
Ionian islands	1,743,017	1,519,332
Greece	2,813,984	3,074,178
Tuscany	230,991	307,970
Sardinia	678,757	320,168
France and Algiers	5,750,519	1,471,853
Spain	317,867	224,701
Portugal	31,458	7,063
Great Britain	23,271,522	5,203,876
Malta and Gibraltar	385,353	863,138
Netherlands	3,565,892	646,810
Belgium	2,394,541	627,553
Hanseatic Towns	401,987	775,650
Prussia		194,904
Denmark		65,215
Sweden and Norway	267,882	107,926
Russia, Baltic sea		45,889
Black sea	1,413,760	286,157
Egypt	6,244,613	3,551,501
Barbary	70,943	80,366
St. Domingo	178,961	-----
Spanish possessions in America	5,623,698	-----
United States	5,791,471	903,472
Mexico	66,390	-----
Venezuela	209,940	-----
Brazil	3,923,913	183,859
Peru	92,868	11,833
English possessions in Asia	442,928	-----
Sumatra	102,000	-----
Turkey	9,554,311	22,046,996
Moldavia and Wallachia	2,283,746	73,314
	120,753,960	102,486,717
Merchandise imported at Trieste by land	32,801,948	34,551,722
Total of imports	153,555,908	137,038,439

Average market prices, at Trieste, of the principal staples of import and export for the first six months of the year 1857.

[Accounts are kept in florins and kreutzers. The florin is divided into 60 kreutzers. Goods generally sold at 3 months' credit, with 3 per cent discount.]

IMPORTS.

Articles.	Tare.	Per—	Average prices.
			<i>Florins.</i>
Bark, quercitron	10 per cent.	100 pounds	.....
Cassia lignea	Real	do	67 to 70
Cloves	do	do	26 to 28
Cochineal	do	1 pound	2½ to 3
Cocoa	do	100 pounds	40 to 44
Coffee, St. Jago, fine	do	do	46 to 60
middling	do	do	42 to 46
ordinary	do	do	34 to 42
Havana, fine	do	do	39 to 41
middling	do	do	35 to 39
ordinary	do	do	32 to 35
Porto Rico	do	do	32 to 46
Laguayra	do	do	28 to 44
St. Domingo	do	do	33 to 37
Rio, fine and washed	do	do	33 to 43
middling to ordinary	do	do	32 to 36
Java	do	do	33 to 44
Ceylon, fine	do	do	44 to 58
middling	do	do	40 to 45
ordinary	do	do	32 to 40
Cotton, American	4 per cent.	do	41 to 47
middling to good middling			
Surat, fair			
Ginger, E. T., brown	Real	do	14 to 15½
Dyewoods, fustic, Cuba	None	do	4 to 6½
logwood, St. Domingo	do	do	3½ to 3¾
Tobasco and Laguna	do	do	5 to 5¾
Sapan	do	do	12 to 13
Sta. Marta	do	do	12 to 16
Lima	do	do	13 to 14
Hides, dry, Calcutta	do	do	55 to 82
Buenos Ayres, dry	do	do	81 to 84
dry and salted	do	do	75 to 78
Pernambuco			
Indigo, Bengal	Real	1 pound	4 to 5
Madras	do	do	2 to 3
Para	do	do	5½ to 6½
Mace	None	100 pounds	170 to 200
Metals, copper	do	1,000 pounds	70 to 83
iron, English	do	do	60 to 90
lead, English	do	do	.....

Average market prices at Trieste—Continued.

Articles.	Tare.	Per—	Average prices.
			<i>Florins.</i>
Metals, lead, American	None	1,000 pounds	-----
Spanish	do	do	13 to 14
tin, plates	do	Box	19½ to 21
bars	do	100 pounds	86 to 90
banca	do	do	85 to 90
Nutmegs	Real	do	180 to 190
Pepper and pimento	do	do	28 to 28½
Rhubarb, China	do	1 pound	3½ to 4
Rum, West India	do	Gallon	1½ to 2½
New England	do	do	1 to 1½
Rice, India	do	100 pounds	9 to 14
Rosin	10 per cent.	do	3 to 3½
Sugar, raw			-----
Havana, white	13 to 14 pr.ct.	100 pounds	25½ to 30
yellow	do	do	23 to 28
brown	do	do	20 to 26
St. Jago, white	do	do	25 to 29
yellow	do	do	21½ to 27½
brown	do	do	20 to 25½
Porto Rico, Muscovado	14 per cent.	do	21 to 26
yellow	do	do	19 to 25
brown	do		-----
Pernambuco, white, brown, and yellow	15 to 18 pr.ct.	100 pounds	22½ to 30
refined and crushed	Real		-----
English, fine	do	100 pounds	27 to 32
Belgium	do	do	25 to 31½
Dutch	do	do	25½ to 32
Tea, Hyson	do	1 pound	1½ to 1½
Wax, American, bright	do		{ -----
yellow			
Smyrna	do		120 to 136

EXPORTS.

Antimony, crude	30 per cent.	100 pounds	26 to 27
regulus of	Real	do	46 to 47
Argol	do	do	-----
red and white	do	do	32 to 47
Brimstone, crude	10 per cent.	do	4 to 4½
roll	Real	do	4 to 5½
Cotton, Egyptian	4 per cent.	do	34 to 56
Cantharides	Real	1 pound	2 to 2½
Colocynth	do	100 pounds	60 to 68
Corn and seeds	In bulk	Staro	4½ to 5½
Wheat	do	do	6 to 10
Beans, Egyptian	do	do	4 to 5

Average market prices at Trieste—Continued.

Articles.	Tare.	Per—	Average prices.
			<i>Florins.</i>
Rye	In bulk	Staro	4½ to 5¾
Fennel, seed	Real	100 pounds ..	19 to 23
Linseed, Odessa	In bulk	Staro	8½ to 9¼
Egyptian	do	do	7¼ to 8½
Sicily	do	do	10½ to 11½
Puglia	do	do	10 to 11
Mustard seed	Real	100 pounds ..	18 to 21
Rapeseed, Danube	In bulk	Staro	9 to 10
Black sea	do	do	4 to 5
Sesamum seed	do	do	11 to 15
Cream of tartar	Real	100 pounds ..	52 to 62
Flour, No. 1 to No. 3	do	barrel	19 to 25
Fruits, currants	do	100 pounds ..	24 to 30
raisins, Smyrna, red	10 per cent.	do	24 to 30
black	do	do	15 to 20
red	do	do	23 to 26
Sultana	No tare	do	33 to 42
figs, Smyrna	do	do	12 to 22
Galls, blue	Real	do	50 to 60
green	do	do	30 to 45
Gum Arabic, picked	do	do	39 to 60
in sorts, sifted	do	do	18 to 23
Jedda	do	do	14 to 32
mastic	do	1 pound	£ to 8¼
Hemp, for cordage	2 per cent	100 pounds ..	18 to 19
codilla	Real	do	15 to 16
Licorice, paste, Sicily	do	do	28 to 35
Levant and Morea	do	do	32 to 33
Calabria	do	do	45 to 52
Madder roots	4 per cent.	do	33 to 36
Manna, flakes	do	do	120 to 230
broken flakes	do	do	95 to 100
common	do	do	70 to 85
Opium	do	1 pound	11
Egyptian	do	do	5½
Olive oil, Levant	do	10 firkins ..	32 to 36
Puglia and Sicily	do	do	32 to 46
Quicksilver, in iron bottles	do	100 pounds ..	103
Rags	No tare	do	8¾ to 14¾
Sumac	do	do	3 to 4½
Senna, Alexandria	Real	do	16 to 34
Steel, No. 0 to 00	do	1,000 pounds.	134 to 175
Tallow	do	100 pounds ..	29 to 30
Wool, Russia, washed	None	do	49 to 55
Morea, &c.	do	do	45 to 54
Zinc	do	do	16 to 16½

Importations of cotton at Trieste during the year 1856.

	Raw.	Manufactured.	Yarn.
	<i>Centinoja. (a)</i>	<i>Centinaja.</i>	<i>Centinaja.</i>
From Austrian ports	427	43,560	166
Pontifical States.....	108	1,055	144
Greece.....	99	87	-----
Sardinia	184	-----	-----
France.....	495	29	-----
Great Britain	60,661	42,996	47,941
Netherlands	7	34	-----
Turkey	5,180	386	80
Egypt	102,199	108	-----
St. Domingo.....	150	-----	-----
United States.....	133,020	-----	-----
Sicily.....	-----	1	-----
Ionian Islands	-----	10	-----
Tuscany	-----	68	2
Malta	-----	797	80
Belgium	-----	4	-----
Hanseatic Towns.....	-----	252	-----
Total.....	302,530	89,387	48,413

(a) A centinaja is equivalent to $123\frac{3}{4}$ pounds, avoirdupois.

SAXONY.

LEIPSIC.

SEPTEMBER 30, 1857.

Reliable and satisfactory information respecting the entire exports and imports of the kingdom of Saxony cannot be obtained. I am informed by the chief of the bureau of statistics in Dresden, that, owing to Saxony being a member of the Zollverein, they have no means of collecting information as to their particular exports or imports, there being no toll boundaries between the different governments; neither is there any account kept at the ports of the Zollverein of the inland source or destination of the goods passing through the custom-houses, except at the port of Bremen.

The exportation from the kingdom of Saxony during the year 1856 to Bremen (mostly for the United States) was, in dry goods, 6,000,000 of thalers, other goods, 1,750,000 thalers, making 7,750,000; an increase of 1,500,000 over 1855. The importations into Saxony *via* Bremen, in 1856, was 4,000,000 of thalers; an increase of 1,000,000 over 1855.

The greater part of Saxon goods goes to the United States, a considerable portion to Brazil, Chili, Mexico, Canada, and other American countries; little to China or the East Indies, this trade being almost exclusively in the hands of the English.

Australia also is of little importance, the markets of Sidney and Melbourne having been mostly overstocked. The commerce with the East (Constantinople and the Russian posses-

sions) is always important. Many goods go to Denmark, Sweden, Holland, England, and Italy, few to France, nearly everything being prohibited there.

The prices of goods were in 1856 generally higher than in 1855, and this year higher than in 1856, owing to the scarcity of the raw materials.

Nothing is prohibited in Saxony but salt, which is a monopoly of the government, and playing cards and almanacs, which are subject to a stamp.

I cannot learn that there is any American capital invested in Saxony. The trade in American leather cloths has become somewhat important, but there is a competitor in the "Crocket Leather Cloth Manufactory, of Westham, in England," which has lately been purchased by an English company; other manufactured goods from the United States do not come to Saxony, save a few articles of gutta percha and India rubber, the amount of which is inconsiderable.

In German manufactures, there is a new article of cotton plush, which sells to a great extent, principally to the United States and Italy.

The following is a statement of the number of manufactories and the amount of capital invested in various manufactures in this kingdom in 1856 :

	Thalers.
29 manufactories of iron	1,608,000
56.....ditto .....machinery.....	1,635,000
61.....ditto .....instruments.....	619,009
48.....ditto .....metal wares.....	627,000
16.....ditto .....glass, porcelain, &c.....	216,000
Textile industry—	
1,472 manufactories : spinneries.....	11,302,000
weaving.....	17,816,000
hosiery.....	4,257,000
bleaching, &c.....	7,799,000
115 manufactories of chemicals.....	4,649,000
13.....ditto .....leather.....	250,000
34.....ditto .....wooden wares....	341,000
69.....ditto .....paper, pasteboard, &c.....	1,313,000
<hr/> 1,913	<hr/> 52,432,000
<hr/>	<hr/>

The consumption of raw cotton for the year previous to 1st January, 1856, (the last account published,) was 24,383,058 pounds Saxon, (100 pounds Saxon equal to 103 English,) viz :

American.....	12,950,595
East India.....	11,432,463

24,383,058 pounds.

Although the returns of the crops are not yet entirely completed, the chief of the agricultural bureau has obligingly furnished me with an estimate for this year; with the exception of wheat and rye, they are considerably short of an average. Making one hundred the average—wheat and rye, 100 per cent., selling at about the same as last year, will be lower; barley, 60 per cent., selling 25 to 30 per cent. higher; oats, 60 per cent., selling 60 per cent. higher;

rape, 95 per cent., selling 10 per cent. lower; potatoes and turnips, 90 per cent., supposed average, crops not yet gathered; hay and clover, 75 per cent., selling 50 per cent. higher.

I also enclose a report on the last Easter fair.

Report on the Leipsic Easter fair, 1857.

The Easter fair is always the most important of the three annual fairs held at Leipsic, viz: New Year, Easter, and Michaelmas fairs. It commenced this year on the 27th of April, and lasted its usual period of three weeks. Many purchasers from the East, particularly the Danubian principalities, Russia, Poland, &c., who influence the fair a great deal, had arrived. There were few American purchasers, German goods having been exported freely to the United States within the six months preceding the fair, notwithstanding the enhanced price of raw materials, especially wool, silk, and flax, which, together with the increased price of wages, had, of course, raised the price of manufactured goods, and influenced the demand in consequence. Vendors in general appear, notwithstanding this drawback, to have been satisfied with the result of the fair.

In consequence of the large consignments made to the United States previous to the fair, only 135,000 pieces of woollen cloth were brought to Leipsic, much less than the usual amount of an Easter fair. Middling fine cloths, velvet cloths, and fancy articles, but particularly the heavier kinds of cloth, went off briskly. The same may be said of Thibets, mixed silk and woollen stuffs, cords, cassinets, ribs, &c.

The high prices of silks and velvets prevented anything like a brisk sale. Cotton manufactures were greatly sought after, among them a new article manufactured in Saxon Voightland, a district bordering on the Ore mountains; it is called white wares, and tries to compete with the Switzerland cottons, going off very well.

Hardwares and small wares, owing in part to the advanced season, were not in as great demand as last year.

Nürnberg toys and wood wares were, as usual, largely bought for exportation. Leather of all descriptions continues to be brought in large quantities to the fairs of Leipsic, which is now, in fact, the principal leather market within the States of the German Customs Union, whereas Frankfort-on-the-Main, which was the chief place for leather formerly, has greatly fallen off. The annual quantity brought to the Frankfort fairs exceeded a little the amount of 30,000 centners, (hundred weights,) while within the last two years the annual amount brought to the Leipsic fairs exceeded 60,000 centners. Of course the prices of leather rise in proportion to the large demand, exceeding those of last Michaelmas fair by 10 to 15 per cent.

The fur trade is one of the most flourishing branches of the Saxon fairs, Leipsic being the most important continental place for American as well as Russian furs.

The annexed table indicates the kinds and quantities brought to the fair. Prices were pretty much the same as last Michaelmas fair. Turkish and French furs did not sell briskly on account of their high prices. From a similar cause, only about three-fourths of the American supply went off, with small profit and at long credit. A fall in the market value of American furs was expected. The whole quantity of furs and peltry which changed hands at this fair is estimated at about 3,000,000 thalers, (\$2,070,000.)

Table showing the quantities of furs brought to the fair.

	Pieces.	
GERMAN FURS.—Foxes	100,000	
Martens	40,000	
Iltis	200,000	
Badgers	20,000	
Otters	10,000	
	<hr/>	370,000
FRENCH FURS.—Foxes	30,000	
Otters	5,000	
Rabbits	800,000	
	<hr/>	835,000
RUSSIAN FURS.—Leuski and Jenireiski squirrels, (Feh)	1,000,000	
Jakutsk ditto	500,000	
Iltis	200,000	
White foxes	8,000	
Siberian sable	1,000	
Astrakan lambs	450,000	
	<hr/>	2,159,000
TURKISH FURS.—Martens	75,000	
Wild cats	20,000	
Badgers	60,000	
	<hr/>	155,000
AMERICAN FURS.—Civet cats	650,000	
Racoons	325,000	
Beavers	45,000	
Virginia iltis	4,000	
Silver foxes	600	
Bears	5,000	
Nutria	50,000	
Sables	60,000	
Otters	8,000	
Sea otters	200	
Lynxes	16,000	
	<hr/>	1,163,800
Grand total		<hr/> <hr/> 4,682,800

Money was scarce during the fair, and the payments which fell due were in general less punctually made than usual.

The rate of interest charged on bills was from 6 to $6\frac{1}{2}$ per cent.

B A V A R I A .

M U N I C H .

Manufactures of Munich, especially productions of the arts—Commerce with the United States therein.

SEPTEMBER, 30 1857.

It will be impossible to furnish any report on the trade of the consular district to which I am accredited, as would seem to be required by the instructions to consuls. There is no account kept of the imports and exports of Bavaria, as distinguished from the other States of the Zollverein, nor are there any unofficial means of approximating this result. And, indeed, if such account could be made out, it would give only imports and exports, which would have been already received from the seaports of France, Belgium, Holland, and Germany.

In place, therefore, of such report as is referred to in the general instructions, and which I suppose can only be given at seaports, I will refer to some articles which, in my opinion, may with advantage be imported into the United States from Bavaria, and especially Munich.

It may be laid down as a rule that whatever represents cultivated taste in the fine arts, or labor mainly, without requiring any great outlay for material and complicated machinery, will be found exceedingly cheap in Bavaria. Carving in wood, ivory, bone, horn, stone, paintings, and engravings of every kind, porcelain, and glass, especially of the more ornamental kinds, will be found cheap and tastefully executed in Bavaria, or rather in Munich.

The great numbers of artists which King Lewis called around him, and the immense collections of original paintings and statuary which he made, gave here a great impulse to art which it cannot lose. The facilities afforded for copying in these galleries of art have called great numbers of copyists together, and made this one of the best markets in the world for copies from some of the great masters. The atmosphere of art, formed here by King Lewis, has made the production of highly creditable original works a common occurrence.

There is here one of the most celebrated optical instrument manufactories in the world. As manufacturers of telescopes, Merz, Abschneder, and Frauenhofer are known everywhere. The largest instruments in the United States were made by them. Those at Cambridge, Massachusetts, and the National Observatory, at Washington, may be mentioned. I have been in the establishment within a few days, and found orders there for large telescopes for Moscow, Russia, Madrid, Spain, and Palermo, Sicily. But this manufactory might be sought for the smaller achromatic glasses, with perhaps equal advantage. Here I will remark, what I am told is applicable to optical and surgical instruments and many other things, that being manufactured in the interior countries of Europe, they go to Paris, where, perhaps, they receive a slight polishing, and perhaps nothing but the reputation of some Parisian house and an extra charge, and are thence taken to the United States and elsewhere. In such cases, where the manufacturers can be found, this middle charge will be saved.

The bronze foundry of Ferdinand Von Müller here stands probably at the head of its class. Our own artist, Crawford, has had his statues of Washington and other American statesmen cast here. Statues are cast here for every part of Europe also. Among those which have appeared within the last six months have been those of the reigning King of Naples, Bernadotte, King of Sweden, and Goethe, Schiller, and Wieland.

There is here an extensive manufactory of ornamental glassware, or rather the depot for the

sale is here, the manufacturing being done at Passau, on the Danube, in Bavaria. Of all the manufactures here, none are to me more curious than those in glass. Vases are found from 800 florins downward by the pair, either plain or with figures curiously carved or painted. Mr. Steigerwald, the manufacturer, is, I understand, himself an artist, and designs the work in many cases himself. This establishment received the gold medal of the Paris exhibition in 1855. There is as yet no depot for the sale of this glass in the United States, and the only sales are made to individuals who pass through and see it.

Painting on glass for church and other windows is done here to great perfection. King Lewis himself originated an establishment for this purpose, where I have recently been, and seen landscapes, as well as scenes in domestic life and Scripture history, well represented. This concern sends much of its work to England, though not as yet so much to the United States. At another place here, however, I incidentally met some work of this kind prepared for a church in the United States.

Porcelain is manufactured here, but I am not prepared to compare the quality or price with that of other places. There is probably, however, no place where the painting or porcelain is better or cheaper.

Great numbers of toys and great quantities of window glass are made in Bavaria for the United States. This is mostly in the vicinity of Nürnberg, where we have a consul. Both here and at Nürnberg are manufactories of paper hangings, at such rates, I suppose, as to bear exportation to the United States.

Surgical instruments are made here in great apparent perfection. So are articles of papier maché.

The exportations from the United States which reach Bavaria, so far as I have the means of knowing, are those which are so well understood that they need scarcely be referred to. Cotton, rice, tobacco, India rubber goods, dyewoods, rosin, and some beeswax. Of this latter article great quantities are used in Catholic countries for candles, but I am told that ours is not carefully enough prepared to be capable of bleaching sufficiently to answer the purpose. I have myself noticed a very great difference in the specimens here shown me of American and European wax. If somewhat more pains were taken in the preparation quite a market might be formed for this article in the south of Europe.

Breadstuffs from the United States seldom reach Bavaria, as this is itself a grain growing country, and I am even told, but have not verified it, that malt is sent sometimes from here to the United States.

WURTEMBERG.

STUTTGART.

MARCH 20, 1857.

In this country labor is as low, if not lower, than in any other part of Germany. Most of the manufactured articles are exported to foreign countries, and not the least part thereof to the United States of America. The principal articles exported are cotton and half linen goods, such as corsets without seam, for ladies' wear, and drill for pants, manufactured in Stuttgart, Ludwigsburg, Cronstadt, Goeppingen, and Pebenhausen. The cotton yarn is mostly imported from England; but lately several spinning factories have been established at Heidenheim,

Geslingen, and other places, and a very extensive one will commence operating shortly at Eyrlingen, to supply the home trade. Besides the above named articles, woolen hosiery and cloth from Ebingen and Goeppingen, carved bone, ivory, and wooden ware, from Geislingen, and drugs, are exported to the United States, but to no great extent.

The wines produced here are mostly consumed in this country, and but very little exported to the United States.

The emigration from this country to the United States has fallen off considerably for the last few years, in consequence of labor being more in demand and better paid than formerly. The price paid at present for a day's work is from 30 kreutzers to 1 florin. The extensive factory for building steam engines at Esslingen, employing about 1,000 hands, as well as the iron foundries at Wasserallingen and Userkochen, belonging to the State, have no influence on American trade.

The railways running to the Lake of Constance, connecting Wurtemberg with the grand duchy of Baden on one side and the kingdom of Bavaria and Switzerland on the other, are State property, and under State management.

FRANKFORT-ON-THE-MAIN.

Statement of the principal articles sent to the United States for the quarter ending December 31, 1856, from the places designated, with their values, respectively, in florins, as shown by the consular records of certificates to invoices.

Articles.	From—					Total values in florins.
	Frankfort.	Darmstadt.	H. Cassel.	Nassau.	H. Homburg.	
	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	
Hares' fur.....	78,946.53		11,569.30			90,516.23
Wines.....	12,074.15	8,595.33		2,784.15		23,454.03
Cigars.....	21,746.15	31,253.11	5,491.00			58,490.26
Hosiery.....	1,899.00					1,899.00
Stationery.....						
Leather, varnished.....	995.30	28,375.54				29,371.24
Cloth, wool.....	103,625.15		1,570.00			105,195.15
Chemicals.....	7,382.15					7,382.15
Dry goods.....	17,526.44					17,526.44
Mineral earth.....		325.24				325.24
Sundry minor articles.....	1,174.59	2,680.00	3,626.00			7,480.59
Total.....	245,371.06	71,230.02	22,256.30	2,784.15		341,641.53

MARCH 18, 1857.

The cultivation of tobacco in the grand duchy of Baden was commenced in the early part of the present century. It has greatly increased within the last twenty years; and particularly so since the commencement of the exportation of palatinate cigars to the United States, and which export trade during the last twelve years has shown a constantly augmenting importance.

In the grand duchy there are now from 18,000 to 20,000 acres of land devoted to the cultivation of tobacco. It is particularly the Baden palatinate which yields the most and best; but the cultivation extends to other parts, and even as far as Offenburg, in Breisgau.

The crops of the last five years differed very much from each other in regard to quantity, and still more in quality. The two last crops were superior to all others.

The crops of 1851 were 100,000 cwt. ; of 1852, 200,000 ; of 1853, 160,000 ; of 1854, 150,000 ; of 1855, 170,000 ; and of 1856, 180,000 cwt.

The cultivation and produce of the Pfalz (Rhenish Bavaria) amounts to about half of that of Baden.

As compared with other crops, the cultivation of tobacco would appear to the traveller to be on very large plantations, but the vast extent of tobacco ground in some parts of the Badish palatinate, (as near Seckenheim, where they reach for miles,) belong to hundreds of different persons, generally speaking, in the Baden and Bavarian palatinates ; tobacco is cultivated only in detached and small pieces of ground ; some few of the principal land owners raise from 150 to 200 cwt. per annum ; some not more than 5 cwt., and others, again, not more than 3, and even down to 2 cwt.

The tobacco is not put up in hogsheads, as in America ; it is put up in strong bales. The finer sorts and leaf are put up in boxes, and exported to Spain, England, &c. Common tobacco, for inland consumption, is mostly sold and despatched in a loose state.

From 1844 to 1852, the prices of tobacco, with a few exceptions, remained about the same ; the lowest at 7½ florins, and the highest 15 florins per 50 kilogrammes.

During the years 1852-'53, the export of cigars, principally to the United States, had become so great as to make the cigar manufacturers early and important purchasers. Large purchases were also made for the *regies* of France and Austria. The latter alone bought 100,000 cwt., which, of course, produced a great rise in the market ; prices went up from 12 florins to 25 florins per 50 kilogrammes, and, since that period, tobacco, like cotton and public funds, has become an article of speculation.

The average prices for the last five years may be quoted as follows : say for 1851, 12 to 22 florins per 50 kilogrammes ; 1852, 7 to 18 florins ; 1853, 10 to 14 florins ; 1854, 12 to 25 florins ; 1855, 10 to 30 florins ; 1856, 13 to 42 florins.

The whole of the last crop was disposed of before the close of the year. Between Carlsruhe and Bruchsal the prices were from 16 to 23 florins. The first-rate tobacco of the palatinate was sold from 33 to 42 florins per 50 kilogrammes.

According to estimate, about one-half of the produce is manufactured, and the other half exported to England, Spain, and Switzerland, and to Austria and France.

It is quite clear the growing of tobacco is profitable ; for it is known that on an average it costs the planter not over twelve florins per 50 kilogrammes ; and in further evidence of the fact is the constantly increasing breadth of land devoted to the cultivation of that crop.

The consumption of foreign tobacco in the grand duchy cannot be correctly ascertained, there being no statistical account of it, but I have heard the quantity estimated at 25,000 cwt. per annum.

The present high prices of tobacco, in the face of good crops, are caused in a great measure by the active export demand. The shippers of cigars to America, and who have now mostly their own manufactories, are large and ready purchasers, and for the better kinds pay high prices. The Austrian *regie* is a very important customer ; and the French *regie*, early last fall,

contracted with some of the Baden cigar manufactories for 100,000,000 cigars. The improved export trade has increased the demand for tobacco of foreign growth.

In Baden and Rhenish Bavaria there are no other taxes on the cultivation of tobacco except land and ground taxes, whilst the duty on foreign tobacco is, on raw tobacco, 7 florins per 50 kilogrammes; on manufactured tobacco, 19 $\frac{1}{4}$ florins per 50 kilogrammes; on cigars, 35 florins per 50 kilogrammes.

It is supposed as not unlikely, should Austria unite with the Zollverein in 1860 or 1861, as proposed, that a duty on home produce will be levied. If tobacco should be taxed, or the *regie* monopoly system now existing in Austria be extended to the Zollverein, it would seriously injure this branch of industry. The planters, manufacturers, and dealers in tobacco in Baden and the Pfalz have sent strong petitions to the several German governments against any interference in their favorite staple, and they entertain hopes that their representations will not be without effect.

MARCH 18, 1857.

There is just now a dull time in commerce and politics. Commerce is languid, and there is no movement on the exchange. All is quiet. There are no fears for the moment, but some anxiety exists as to what may come next. The rates of public securities are as low as in 1850 and 1851. The threatened calls to pay up instalments on the hundred joint stock banks and other enterprises that have started into existence within the past year impair confidence and check speculation, although there is now a greater abundance of money than for a long time.

The only public effects that have not so much suffered from this state of things are Darmstadt Commercial and Industrial Bank stock and the Austrian National Bank stock.

American securities seem to be disappearing from the German market. The distrust against the States is general. Our credit has been shaken by the failure of several railroad companies to pay the interest on their bonds, and much more by the late repudiation of the California loans. Like many other stubborn people, the Germans cannot think it lawful or possible that a debt contracted by the legal authorities of a State can be declared invalid by a judge after having been voted by a legislature and issued by a government. The holders of the stock here think the general government should endeavor to correct the injustice of such proceedings, as they seriously affect the American character, and thereby present obstacles to international commerce. Although the government has not noticed the vagaries of individual States, it might not be altogether wrong to do so.

MARCH 20, 1857.

I informed you some time ago that a commission composed of representatives of the several German governments had, by a resolution of the Diet, been appointed to meet at Nuremberg, in order to frame a *projet* of a general code of commerce for the whole confederacy. The commission began its labors two months ago. Two projects had been proposed, one by Austria and one by Prussia. The commission decided on taking the latter for the basis of its deliberations, no doubt because it had already been examined by a committee of lawyers and practical men appointed at Berlin.

Another step towards a German union will be accomplished if a general code of commerce can be framed and be made acceptable to all the States of Germany. Many doubt if this can

be done; and there is a rumor to the effect that if the commission at Nuremberg refuses to accept and recommend *the entire* of the Prussian project Prussia will adopt it for her own government, and relieve herself from the entangling commercial regulations of the other members of the confederacy.

The same commission at Nuremberg has lately been charged by the Diet with the further task of proposing certain modifications to the law concerning rates of exchange, which was framed a few years ago at the conference of Leipsic, and has since been introduced in the whole of Germany.

Statement of the principal articles sent to the United States, for the quarter ending March 31, 1857, from the places designated, with their values, respectively, in florins, as shown by the consular records of certificates to invoices.

Articles.	From—							Total values in florins.
	Frankfort.	Darmstadt.	H. Cassel.	Nassau.	H. Homburg.	Baden.	Rh. Ba- varia.	
Hares' fur.....	108,051.04	35,054.26	11,758.00	-----	-----	-----	-----	154,863.30
Wines.....	404.33	17,404.54	-----	560.00	-----	11,414.20	3,871.49	33,655.36
Cigars.....	610.45	47,788.00	5,860.50	-----	-----	16,145.07	1,196.43	71,601.25
Tobacco.....	-----	3,465.12	-----	-----	-----	2,461.05	61	5,987.17
Stationery.....	-----	3,039.24	-----	-----	-----	-----	-----	3,039.24
Leather.....	-----	40,893.50	-----	-----	-----	-----	-----	40,893.50
Chemical products.....	-----	-----	-----	-----	-----	-----	-----	-----
Cloth.....	8,158.37	-----	-----	-----	-----	-----	-----	8,158.37
Dry goods.....	-----	-----	-----	-----	-----	-----	-----	-----
Silks.....	-----	-----	-----	-----	-----	25,850.00	-----	25,850.00
Hosiery.....	8,488.00	-----	-----	-----	-----	-----	-----	8,488.00
Mineral earth.....	-----	-----	-----	-----	-----	-----	-----	-----
Sundry minor articles.....	360.42	300.00	-----	-----	-----	-----	-----	660.42
	126,073.41	147,945.46	17,618.50	560.00	-----	55,870.32	5,129.32	353,198.21

APRIL 4, 1857.

A joint stock company is now being formed in Baden for the purpose of cultivating and dealing in tobacco. * * * * *

The valley of the Rhine, with its even climate and just degree of humidity, its congenial soil and redundant population, is thought to be equal, all things considered, to the best countries for the cultivation of tobacco. This estimate appears sustained by the fact that at the Paris Exposition the gold medal was awarded to Baron Babo for tobacco grown near Carlsruhe, which was declared to be superior to that furnished by the best tobacco countries in the world, the West Indies not excepted. At the same time the silver medal was granted for tobacco grown in Briesgau, in the same duchy.

The managers of the new company, in addition to lands rescued by long leases, have already entered upon the purchase of some six hundred acres, which, from the good quality of the soil and rather low price paid, will prove a profitable acquisition. Baron Babo and Mr. Lanter,

both experienced agriculturists, and especially versed in the cultivation of tobacco, will have the management of the grounds, whilst the trading operations of the company are to be conducted by W. Auderst, of Heidelberg. It is intended not merely to maintain but to advance the high reputation of Baden as a tobacco producing country, and I have no doubt the company will do much towards accomplishing that laudable object.

APRIL 6, 1857.

The Easter fair commenced on the 1st instant, and will terminate next week. There has been an animated business in woolen goods, and in mixed articles—wool and silk, and wool and cotton; and the transactions in these have been at an advance, owing to the increased prices of wool and silk. * * * * * * *

The whole country is threatened with a great calamity. That terrible disease, the murrain, which for a long time has prevailed among the cattle in northern Europe, is reported to be extending its ravages southward, and southern Germany has very little surplus stock, or stock to lose, without entailing a vast amount of distress on the proprietor and on the country. Although there are, for instance, in the Duchy and Electoral Hesse only about one *neat* animal to 3 or 3½ inhabitants, if those States were suddenly deprived of this stock it would be far more difficult to renew it than for Louisiana, which has more than one neat animal to every one inhabitant, to regain her whole stock. The loss here would be terrible, because the stocks, in many instances, are held by those of small means, and but few have a surplus.

England has already prohibited the importation of hides, horns, &c., from northern Germany. France and some of the German States have also adopted precautionary measures. Whether similar measures will be adopted by other continental States yet exempt from the disease is still to be seen. If the hides of the murrain-killed animals are susceptible of use, it may be that the temporary reduction in prices which must necessarily follow from the cessation of the export demand may, by keeping stocks at home, effect a reduction in the price of leather. But if the yet healthy parts of Germany also prohibit the introduction of infected skins, prices must necessarily go up still higher here, especially for the heavier kinds of leather.

APRIL 8, 1857.

The Easter fair, which opened on the 1st instant, closed to-day. Upon the whole the transactions have been animated and satisfactory. The high price of raw materials, and the very considerable orders received by the manufacturers of the Prussian provinces of the Rhine and of Saxony, prevented the arrival of the usual supplies of some articles, whilst, on the other hand, the throng of purchasers was greater than had been anticipated.

Of white cotton shirtings, of woolen cloths, of wool and silk, and wool and cotton mixed stuffs, and of silk goods, the supplies were hardly equal to the demand, and, consequently, holders were enabled to obtain an advance of some 15 per cent. on the rates current six months ago.

Printed cotton goods of German manufacture were also in request during the first days of the fair, but those of foreign manufacture, particularly jaconets, of which the supply was more abundant, having from the first been held at higher rates, did not participate in this general activity.

The demand was less than usual for fancy articles, except for tobacco pipes of porcelain, and

meerschaums, and mouth-pieces for cigars, of which an immense quantity was disposed of for all parts of the world, clearly establishing the fact of the wonderful increase in the consumption of tobacco.

The leather trade is one of the most important of the fair. It began the second week after the opening. Prices immediately advanced some 20 or 30 per cent., owing to the limited supplies during the first day or two. Additions, however, having come in, prices receded, but remained after all at an advance of some 15 per cent. on the rates of last fall. The supply of heavy sole leather (from South American hides) was not so large as expected, and, consequently, prices ran up from 60 to 75 Prussian thalers per 50 kilogrammes, average quality. The supply of German sole and cow and calf skins was more abundant, but for these prices also ruled beyond what had been deemed probable. The advance may be estimated as follows: heavy sole leather, from 60 to 75 thalers per 50 kilogrammes; light sole leather, from 55 to 60 thalers per 50 kilogrammes; cow sole leather, from 60 to 70 thalers per 50 kilogrammes; calf skins, from 105 to 125 thalers per 50 kilogrammes.

This is the rate of advance on the last fair, and the current prices of that fair showed a heavy advance on the previous one; so, after all, the leather question has been decided by an actual advance, "after the example of the recent fairs in other places," as some predicted. The scarcity of money, and the general anxiety that pervades the stock operating class, do not appear to have had any perceptible effect on the fair. Without doubt the business would have been still more considerable had a general confidence been felt. But the actual dealers judge by comparison, and, as this has been a better fair than the previous one, they appear to be satisfied, without considering that under a more favorable state of the money market it might have been still better. It is believed that the results of this fair will not be without influence on that of Leipsic, to open on the 3d proximo. In consequence of the more permanent settlement of eastern affairs, especially of Danubian province difficulties, it is thought that the Leipsic fair will be of greater importance than usual.

So soon as the estimates have been prepared of the amount of goods received, sold, and returned at the Easter fair, I shall have the honor to communicate the same to you, with other particulars on the same subject.

APRIL 20, 1857.

I informed you on the 4th instant that a joint stock company was being formed in Baden for the cultivation of and dealing in tobacco; that 750,000 florins of the first subscription of one million had been taken by the managers and capitalists of Baden, and that 250,000 florins had been left open for general public subscription.

I now add that for that required—250,000 florins—the tobacco merchants and capitalists of Frankfort and of Holland subscribed for more than a million. Almost any amount of capital could be raised for this enterprise, because it has been satisfactorily shown that the cultivation of tobacco has been a most profitable business, even in unfavorable seasons.

The extension of the tobacco cultivation has recently given rise to the establishment of new cigar manufactories in Baden, particularly in Sinsherin, Ziegelhausen, Ebervach, &c. Of these I shall speak hereafter. The orders for cigars are often so considerable that the manufacturers have difficulty in obtaining workmen, even at advanced wages.

In connexion with the cultivation of tobacco, I would mention that the consumption of guano

and artificial manures, which hitherto was especially important in Prussia and Saxony, begins now to increase in southern Germany, and the number of manufactories and depots of these articles is constantly augmenting. The increase of the production by these manures is particularly appreciated in the Baden and Bavarian palatinates. Without this artificial renovation it would be impossible for some districts to grow tobacco without neglecting other crops.

I am not prepared to give the cost of these manures delivered at Mannheim, but I have before me a statement of Mr. Albert Reinhold, of Dusseldorf, in which the best quality of Peruvian guano, delivered in parcels of 100 pounds or more, is put down at \$3 36 per 100 pounds. Mr. Reinhold's statement is intended to show that artificial manures are equally as good, and cost less. For instance :

Guano for an acre is estimated at	\$6 40
And artificial manure for the same	5 46
	<hr/>
Showing in favor of the latter	94
	<hr/> <hr/>

MAY 2, 1857.

It is well known that passports are more closely examined at Frankfort than at any other point on any of the great thoroughfares of the continent. A Frankfort full visa gives character to a passport for a great distance around, and particularly for the countries eastward of this place. A visa for Austria cannot be obtained of the Austrian legation here unless the passport has been already verified by the Austrian minister in Washington, London, or Paris, or unless occasionally through courtesy, when it has the visa of an American minister abroad. The Austrian legation takes no notice of a consular or commercial visa. Frequent instances occur in which travellers find great difficulty in entering Austria, and that difficulty will now be increased by the new passport system, which makes it necessary that passports should be given up at the frontier. Travellers will have to enter by the principal routes. If their passports are not in order, they will not be permitted to pass the frontier.

MAY 12, 1857.

From the earliest times Frankfort has been closely connected with the other free cities of Germany. During the ancient empire these free cities formed together one corporation at the Imperial Diet, and enjoyed one vote in the public affairs.

Up to the dissolution of the German empire in the year 1804 there existed a great number of free towns which had preserved their sovereignty and independence against the surrounding princes, depending only on the empire, and enjoying various privileges granted to them by the emperors. These disappeared, for the greater part, with the events of the revolution. Of those which had survived the German empire the towns of Hamburg, Bremen, and Lubeck were incorporated with the French empire, whilst Frankfort became the seat of the grand duchy of the same, created by Napoleon, and placed under the rule of the prince primate archbishop of Ratisbon. The overthrow of the French conqueror in 1813 restored these towns to their former independence, and they were received as sovereign members of the confederation.

The towns of Hamburg, Bremen, and Lubeck, once belonged to the Hansa, that celebrated league which was formed in the thirteenth century. Its original object was the protection and extension of commerce, but its power and influence increased in such a way that it at length included eighty-five towns. It equipped fleets and declared war on neighboring States. England and other powers concluded treaties with the Hansa, and were glad to enjoy its friendship. This league, however, was dissolved in 1630, when the last of its Diets was held at Lubeck; and from that time the three cities of Hamburg, Bremen, and Lubeck, remained alone as the properly called Hanse Towns. These, with Frankfort-on-the-Main, form the four cities of the German confederation.

These four free cities are represented in the German Diet by one minister, and have together one common voice. Notwithstanding this joint representation, each one of the four cities has its own particular representative at the seat of the Diet. Hamburg is represented by Mr. Kirchenfrauer, Bremen, by Burgomaster Smidt, Lubeck, by Senator Elder, and Frankfort, by De Harnier, senator and eldest burgomaster. The joint vote of the four cities is alternately intrusted to each of the towns for the period of a year.

The free cities likewise have, in common, a supreme court of appeal for law cases, and political questions, too, sitting at Lubeck, and the control over which is alternately exercised by one of the four cities. Besides that, there exists between them a similitude of political institutions. Their form of government is that of a republic, the basis of which (excepting the short period of 1848-50) has, nevertheless, always been rather more of an aristocratical than a democratical character. Their interests are closely united; they have the same political friends and opponents.

The commercial relations between Frankfort and the three Hanse Towns are very extended, especially those with Hamburg, whose bankers entertain a very large business with the first banking houses of this city. Frankfort is the metropolis of the interior general commerce of Germany, and the Frankfort exchange is one of the chief regulators of the German money and stock market. This is true to such a degree that there can exist in Germany no great enterprise or speculation without it can find admittance to the Frankfort market. Those joint stock banks and joint stock companies for other purposes—such, for instance, as those at Meiningen, Hamburg, Luxemburg, Weimer, &c.—all live because tolerated by Frankfort, and would fall the moment Frankfort should show symptoms of distrust.

Bremen, Hamburg, and Lubeck, by their manufactures, trade, and navigation, spread all over the world; the two first, as great ports of German emigration, occupy, without doubt, a prominent rank amongst the commercial cities of Germany, and even of Europe. But, on the other hand, the political importance of Frankfort is of much greater weight than that of the other free cities. By its geographical situation, it has become the centre of Germany. By means of its railroads, it is placed at the gates of France, Switzerland, Belgium, and Holland. It is the banking-house of all southern Germany. Its capitalists nourish the commercial, manufacturing, and industrial interests of a great extent of country. It has in its vicinity the seats of several German States, as Baden, Wurtemberg, Hesse-Darmstadt, Nassau, Hesse-Homburg, Hesse-Cassel, Waldeck, Hanover, the Grand Duchy, and Duchies of Saxe, &c. It is the seat of the German Diet, and as such the political centre of Germany. Not only the representatives of all the German governments are united here in a common centre, but all the great powers of Europe are represented by special ministers, and lately their example has been imitated by several

States of secondary rank, as Spain, Sweden, Sardinia, Belgium, &c. Some others, like Portugal and Greece, are represented by consuls general.

This city has often been, and will no doubt continue to be, the place of meeting of scientific and other gatherings, the transactions of which are of general interest, even to foreign countries. In 1847, for example, the society of German philologists and the European society for the reform of the penitentiary system met at Frankfort. In 1852 it was the seat of the Peace Congress; in 1854 that of the meeting of the German Protestant clergymen. In the month of June there will be at Frankfort the meeting of German teachers, and in September that of the International Congress of Beneficence. A meeting of German artists was likewise projected for the present year, but it has been adjourned. All these meetings, to which the authorities as well as the citizens give liberal encouragement, and which afford the means to gather information of even general public interest, could not appropriately be held in the Hanse Towns, or in any other city of Germany, so well as Frankfort.

JUNE 5, 1857.

The Chamber of Commerce of the city of Hanau (about ten miles from Frankfort) has petitioned the government of Electoral Hesse to abolish the ancient guilds, (trade corporations.) The progress of industry, the scarcity of workmen, and their claims and clamors for higher wages, and the increasing competition of other places, will have the beneficial effect of clearing away all those antiquated restrictions so prejudicial to the free exercise of labor, of capital, and of intelligence. At Bockenheim, another small town of the electorate, within a short distance of Frankfort, of which it almost forms a suburb, there exists a complete liberty of trade, or rather of labor, and its industry is in a highly flourishing condition.

Hanau may be considered the Birmingham of Electoral Hesse. One of its principal branches of industry, however—the manufacturing of jewelry—is thought to be in a rather precarious situation. At the close of the late war, it was rather more animated in consequence of eastern orders, but that movement soon subsided. The unsettled state of the money market during the last year exerted a bad influence, and the spring Leipzig fair proved very unsatisfactory for that branch, as sales were small and orders few, whilst many customers neglected to make payments due on former purchases.

Hanau jewelry, as well as that of Pforzheim, (Baden,) has found a good market in the United States; but now the Hanau manufacturers complain of the competition successfully established in America. Many of the most skillful workmen have emigrated from Hanau to the United States, particularly since the revolution of 1848. But it is not so much on that account that an apprehension exists. It is because the Americans, by the use of cunningly devised labor-saving machines, can manufacture a larger amount, of better quality and at lower prices, than can be done here, where every operation is by hand, whilst labor in this country remained low. This competition was not so much felt, or dreaded, except as a far off evil; but since workmen have become in a measure scarce, and wages high, the conviction has been brought home to several of the manufacturers that it will, in future, be difficult to compete with a people who can knock tubs and barrels, gunstocks and shingles, from standing timber, and coax bewitching filigree work from fresh dug native dust—all by specially invented, labor-saving steam machinery.

The American substitutes for hand work is something too far in advance to compete with at present. The Hanau manufacturers well understand the advantages of the progress, but still the old system is persisted in, probably on account of the difficulties in the way of the sudden

adoption of recent improvements. It is not easy to overcome this prejudice. The ignorant class, even in England, as well as in Germany, think that any invention to save labor is a blow directed to their exclusive rights and privileges. I have been told that some time ago a Yankee sewing machine emigrated to a certain part of this country. It was thought to be a very pretty thing to look at ; but, being suspected, it was told to go. On further examination, it was quite plain to be seen by the needy that it would do up their work in no time, and so it was made to go, and off it went to the great relief of the country. That one little sewing machine created a great excitement ; two machines would have thrown the neighborhood into convulsions, and a McCormick reaper added, would have brought out the *Landwehr*, [Reserve.] The people looked upon the invention as far worse than any new tax, which is not at all astonishing, considering how accustomed they are to taxes of all kinds.

Hanau possesses extensive cigar manufactories, and also manufactories of carpets, hares' fur, hosiery, hats, &c. ; and besides these, it has an iron foundry and machine works, well known for the excellence of the engines made there.

JUNE 8, 1857.

When, in the year 1850, the different railroad companies in Germany, hitherto isolated, began to be somewhat more connected, the necessity of establishing general principles for the construction and management of railroads was universally felt ; with a view to effect that purpose, a meeting of officers of the several companies took place in Berlin, in the month of February, 1850.

The result of that meeting was the framing of common regulations for the transit service, as well as the adoption of common principles for the construction and management of railroads generally.

The principles then laid down have since that period formed the basis of all railroad undertakings in Germany, and they were even adopted by Switzerland.

However, in the construction, as well as in the management of railroads, great progress has been made within the last seven years, and it was found that the old regulations required improvement, in order to correspond with this progress. For this reason a new meeting was called together this year to revise the resolutions of the former one ; and that meeting was held at Vienna, from the 18th to the 26th May last. Most of the German railroads were represented in it. The results arrived at by this meeting are to be brought before a general meeting of railroad managers, to be held at Munich, and they will afterwards be published. One of the resolutions concerns the application of chain bridges to railroads ; and the Vienna meeting requested the Austrian government to obtain correct information from America respecting the bridge of this kind first erected, namely, that on the Niagara railroad, and upon the results of that experiment.

The manufactory of engines at Esslingen, in Wurtemberg, has just received orders for the locomotives required for the railroad from Copenhagen to Corsoer, in Denmark ; and similar orders have been given for French lines. The Wurtemberg engines enjoy a high reputation all over Europe ; and I have frequently heard them spoken of as the best in the whole railroad world.

The regulations on the German railroads for the summer have undergone some important improvements. A traveller from Frankfort, for instance, may now reach Berne, the capital of

Switzerland, in one day. Travellers leaving Friedrichs-hassen, on the Lake of Constance, at 5 a. m., arrive the next day at noon in Berlin, by way of Stuttgart, Heidelberg, Frankfort, and Cassel. Travellers starting from this city at 5 a. m. reach Paris at 10.25 the same evening ; say in 17.25 hours.

JUNE 18, 1857.

On the 17th of June last, one of the companies for the navigation of the Rhine and Mayn held its annual meeting in this city. It could more properly be called a tow-boat company.

From the report submitted to the stockholders, it appears the vessels of the company made 141 voyages in the course of the year 1856.

The quantity of goods transported was 1,072,000 quintals, 62,000 quintals more than in 1855. The receipts, on the contrary, were lower, owing to the reduction in the rate of freight, and the diminution of grain freights.

The sum paid for river duties amounted to 174,000 florins, of which 121,000 florins was for duties on goods, and which had to be paid by the company, and then reimbursed by the consignee on delivery. The remaining 53,000 florins was, nevertheless, a heavy burden on the company ; the more so as the other rivers and railroads which entered into competition are entirely free from such tax.

The navigation of the Danube, the report says, is entirely free. France and Holland abolished, a long time ago, the toll on their part of the Rhine ; the Sound dues have lately been abolished ; and, in that manner, a new competition has been created to the navigation on the Rhine and the Elbe. The navigation of the Weser is likewise free. Under these circumstances, a reduction of the duties on the Rhine, the Mayn, the Necker, and the Elbe, would be insufficient ; the formalities connected with the collection of these duties are often more burdensome than the duties themselves. The European treaties having prescribed a uniform measure for German rivers, the company hope that all these oppressive taxes will, at an early period, be entirely abolished.

The receipts of the company amounted to 310,000 florins ; the expenses to 246,000 florins. The surplus of 64,000 florins was voted to be applied to renewing and repairing the vessels of the company, and so no dividend has been declared for the year 1856.

There is one circumstance worthy of remark in the proceedings of this meeting, and that is, the unmistakable opposition of the company to river tolls. I am told that the observations on that point made at the meeting were much stronger than appear in the report.

The Hanoverian government has recently caused the fortifications at Stade to be examined by a military commission. A similar inspection is being made along the Elbe from Bruns-hansen to Cuxhaven. It is said it will be extended along the whole coast of the kingdom, with a view to establish fortifications on a large scale.

Statement of the principal articles sent to the United States for the quarter ending June 30, 1857, from the places designated, with their values in florins, as shown by the consular records of certificates to invoices.

Articles.	From—						Total values in florins.
	Frankfort.	Darmstadt.	H. Cassel.	Nassau.	Baden.	Rhenish Ba- varia.	
Hares' fur.....	100,875.33	-----	5,699.30	-----	-----	-----	106,575.03
Wines.....	657.00	20,107.52	-----	2,686.44	19,381.46	13,382.04	56,217.26
Cigars.....	129.06	46,528.47	2,966.00	-----	50,323.56	1,305.32	101,253.21
Tobacco.....	-----	4,527.14	-----	-----	5,740.00	-----	10,267.14
Stationery.....	-----	-----	-----	-----	-----	-----	-----
Leather.....	3,120.20	50,816.04	-----	-----	-----	-----	53,936.24
Quinine.....	5,418.15	-----	-----	-----	-----	-----	5,418.15
Cloth.....	59,738.38	-----	-----	-----	-----	-----	59,738.38
Dry goods.....	-----	-----	-----	-----	-----	-----	-----
Silk.....	-----	-----	-----	-----	13,796.51	-----	13,796.51
Hosiery.....	22,882.42	5,191.04	-----	-----	-----	-----	28,073.46
Mineral earth.....	-----	7,821.58	-----	1,232.19	-----	-----	9,054.17
Total.....	192,823.34	134,992.59	8,665.30	3,919.03	82,242.33	14,687.36	444,331.15

JULY 8, 1857.

A commission of the States lying on the Elbe will meet at an early day, in order to concert measures to be taken for facilitating the navigation and trade on the Elbe.

The commission sitting at Nuremburg for the framing of a common code of commerce has completed the first discussion of a part of the work, and now has adjourned to the 15th September the second discussion. The part concerning maritime rights was intended to be discussed by a special commission, to sit at Hamburg; but, from some unexplained cause, that arrangement has been abandoned, or, at least, such is the report.

Owing to the favorable prospects of the crops, the prices of grain are declining.

JULY 16, 1857.

The commercial relations between the Zollverein and Russia were discussed in the Prussian Chambers last year, and subsequently attracted much attention throughout the country; nevertheless, the new Russian tariff, which has been published so quietly and with so little noise, has rather surprised the German tradesmen.

The first effects of this modified tariff were felt at the recent fair at Frankfort-on-the-Oder. The transactions there were animated and satisfactory. The greater portion of the 100,000 quintals, and more, of goods taken to the fair, commanded a ready sale at very high prices. The business in cloth was of greater importance than for many years, and the supply was not equal to the demand. The very highest prices of the last Leipsic fair were easily obtained, and for many articles even much higher rates were established. Large purchases were made

for Russia and Poland. The supply of leather was quickly disposed of at high rates. The same was the case with skins of all kinds, but peltries, owing to the advanced season, were dull.

Notwithstanding the impulse given by the Russian tariff, the German dealers do not appear satisfied. The duties on cloth, which are of so great importance, especially to the Prussian manufacturers, have been reduced. The reduction on iron is only trifling. It is only important on linen, cotton, and wine ; but in equalizing the duty on the latter, it inflicts an injury on the Austrian wine trade. The reform of the tariff, however, is considered as a proof of good will, but it is not a decisive change of the old system. There is no doubt the manufacturers of Russia, accustomed to protective duties, would have been dissatisfied by large concessions to foreign commerce ; but, on the other hand, a half measure is always hazardous. The commencement is at any rate an evidence that the present Emperor entertains views different from his predecessor, and gives a hope that other ameliorations may follow. In one respect the new tariff marks a great progress. Books, in all languages, and pictures, can now enter free, being subject only to the usual censorship. This progress on the way to free trade is intimately connected with the railway projects and the increased facilities allowed to Russian subjects to travel in foreign countries. For Russian subjects living in foreign countries the legal term has been extended to five years. The possibility of its further extension has been rendered more sure, and the passport fees, hitherto enormous, have been reduced. In consequence of these measures, added to other inducements, the number of Russians has materially increased in Germany during the present year.

JULY 20, 1857.

I mentioned in a recent letter, as an evidence of progress in Germany, that certain workmen had actually made a strike for higher wages. This movement was commenced by the cutters of hares' furs. The number engaged in that business, or dependent upon it, may amount to some 400 or 500. The wages hitherto current were 5 florins for every 100 skins. The workmen demand 6 florins, and the most of them have resumed work, under an amicable arrangement of $5\frac{1}{2}$ florins per 100 skins. The rate for shaving 100 cony skins has been advanced $\frac{1}{4}$ florin. A workman can earn weekly 10 or 12 florins by cutting hares' fur, but he must pay an apprentice $2\frac{1}{2}$ florins, so that his actual earning is only about 9 florins. There are also workmen who do not make more than 5 florins per week, and for this class principally the augmentation was demanded.

The great demand for workmen in every branch of industry, for the construction of railroads, manufacturing establishments, &c., and the augmented prices of provisions of every kind, must necessarily lead to a general advance in the rate of labor. This advance, following as a matter of course, is by no means a disadvantage to the master, because experience has shown that the employers' interest depends, after all, on the skill, activity, and application of their workmen. An American or English workman, with a salary double that of a German, would prove more profitable to his employer, because he possesses that strength and endurance which are only to be obtained by good and abundant nourishment. This fact in regard to the advantages of good feeding now begins to be understood by the masters here, and consequently in all the States in this part of Germany the rates for labor have generally been increased.

After the example of the hares' fur cutters, the tailors of the city, to the number of two or three hundred, met yesterday at Grusheim, in the territory of Nassau, and adopted strong resolutions in support of advanced wages. A good workman could heretofore earn about 12 florins

per week. The precise extent of the advance demanded I have not heard mentioned. On their return to the city they were arrested by the police and brought before the authorities. The greater number lost their courage, and decided to resume work at the old prices. Those who refused were ordered to leave the city. A dozen or so were committed to prison, and will be tried for exciting to an illegal coalition. The authorities watch attentively the movements of the workmen, in order to prevent any disorderly tumultuous proceedings on their part, and every endeavor to enforce by a coalition any augmentation of their salaries. The laws of Frankfort are severe on such acts. Masters, as well as workmen, who endeavor by coalition to enforce a reduction or an augmentation of wages are liable to punishment. In the case of the tailors, some of them are accused of having been in correspondence with the tailors of Mayence, Offenbach, Darmstadt, Stuttgart, &c., in order to prevent them from coming to Frankfort to fill the places of those who would leave their employers and make a stand for higher rates.

The increased demand for workmen for industrial enterprises has caused agriculture to be overlooked, and in several parts of Germany, as, for example, in the palatinate Brisgau, &c., this diversion of labor is beginning to be seriously felt. This circumstance, it is said, has even exercised some influence on the prices of land, which have been rather sinking for some little time back.

AUGUST 10, 1857.

The system of guilds is fast approaching its end in Germany. The progressive commercial spirit which pervades and invigorates the country at the present time will effect the abolition of all those antiquated restrictions which bear so heavily upon labor and capital. While this movement is going forward it would be a fortunate circumstance if the government of the United States would lend it a friendly hand, by insisting on the abolition of the Stade tolls.

Statement of the principal articles sent to the United States for the quarter ending September 30, 1857, from the places designated, as shown by the consular records of certificates to invoices.

Articles.	From						Total values in florins.
	Frankfort.	Darmstadt.	Cassel.	Nassau.	Baden.	Rhenish Ba- varia.	
Hares' fur.....	49,470. 19	2,746. 08	6,195. 00				58,411. 27
Wines.....	624. 00	12,271. 48		9,049. 34	13,500. 40	4,518. 01	39,964. 03
Cigars.....	3,194. 00	60,901. 57		273. 00	56,711. 21		121,080. 18
Stationery.....	273. 13	605. 00					878. 13
Leather.....		19,921. 16					19,921. 16
Quinine.....	2,212. 00						2,212. 00
Cloth.....	15,239. 37		2,225. 25		4,676. 17		22,141. 18
Hosiery.....					11,081. 11		11,081. 11
Mineral earth.....	40,629. 30						40,629. 30
Sundries.....		2,134. 16					2,134. 16
		2,009. 00			9,643. 09		11,652. 09
Total.....	111,642. 39	100,589. 25	8,420. 25	9,322. 34	95,612. 37	4,518. 01	330,105. 41

OCTOBER 10, 1857.

In a former commercial report which I had the honor to address to you, I stated that in the partition of the Zollverein duties Frankfort obtained a share three times greater than due, if the allotment had been based solely on its proportion of the population. That statement was not exactly correct. Frankfort receives a still larger proportion. According to the treaty with the Zollverein, each Frankforter is reckoned as $4\frac{2}{3}$ persons, and the population of its territory at its true amount. Thus, in 1855, there were in the city 64,000 citizens, which, multiplied by $4\frac{2}{3}$, the number agreed upon, gave 281,600; add for the villages 10,000, and 291,600 was the amount of population which Frankfort represented in the partition of the Zollverein duties—a portion equal to about one-third of that of Hesse-Cassel, or of Hesse-Darmstadt, two-thirds of that of Nassau, something more than that of Oldenburg or of Brunswick, and forty-three times greater than that of the principality of Lichtenstein.

A census is taken every three years of the States of the Zollverein, and the distribution of the duties is made thereon. The last census was in 1855, and the next will be in 1858.

In consequence of the favorable situation of Frankfort, in the centre of southern Germany, on the banks of the Mayn, and at the junction of four important railways, and of its great capital and financial facilities, it has become the seat of an extensive commerce, although not a manufacturing city. It has provided the means and has given life and vigor to manufacturing establishments in various parts of the country, and every branch of trade and industry is well and fully represented in the Frankfort market, which, as a great commercial entrepôt, is constantly supplied with, first, raw materials, as all kinds of provisions and agricultural products of the country, colonial products, iron, hops; linseed, olive, and other oils; tallow, drugs, raw silk, dyes, wool, horns, ivory, lead, woods, hares' fur, hair, &c.; second, half manufactured goods, as bread, yarn of wool, linen and cotton; chemical products; silk, steel, iron and steel wire; dressed skins, leather, &c.; third, manufactured goods, as all kinds of cloth and stuffs of wool, flax, cotton, and silk, and mixed; pocket-books and leather goods, straw goods, embroideries, laces, China, glass, pottery, Nuremburg iron and steel goods, pipes, canes, hats, gold and silver ware, jewelry, ornaments, watches and clocks, oil cloths, boots and shoes, clothing, gloves, optical, mathematical and musical instruments, books, stationery, hosiery, bronze ware, saddlery, cigars, soap, machinery, cutlery, &c.

OCTOBER 31, 1857.

Throughout the whole of Germany the most lively interest is excited by the news from America. Merchants and manufacturers wait with the utmost anxiety for the arrival of every succeeding packet, and the various items of news are given with great prolixity and many comments by most of the commercial and political newspapers. The German commerce has not forgotten the crisis of 1837, which exercised so disastrous an influence on the German markets, especially at Hamburg and Bremen, so that fifteen large failures took place in the latter city, then the principal port for exportation to America. Since that time the exports from the Zollverein to America have risen to 40,000,000 of florins; therefore an interruption to so important a trade cannot but be very disastrous to merchants and to manufacturers of many kinds of goods throughout Germany. The news from Manheim, Breslau, Chemnitz, from Wurtemberg, &c., announce already a sensible dullness in the export trade in cigars, woolen and silk goods, in linens, &c.

Several manufacturers have already been obliged to restrict their production and dismiss a part of their workmen.

There are no shipments going forward from this district. The American crisis has put a complete stop to all operations, and those hitherto engaged in the trade now wait to see what next.

The wine harvest of this neighborhood has just been finished, and proves to be the best since the renowned year of 1811, as well in quantity as in quality. It is even spoken of as exceeding 1811, and as being the most abundant and best of the present century. Still, the poor wine-growers are not very likely to be much better remunerated for their labor than in previous years, as, in consequence of the universal financial distress, money is scarce, the disposition to speculate has disappeared, and they are obliged to sell, if at all, at very cheap rates.

OLDENBURG.

JULY 1, 1857.

I have the pleasure to send you hereby the first production of the Bureau of Statistics of Oldenburg, being part first, containing a report on the shipping of the Grand Dukedom of Oldenburg from the year 1829 to 1856, inclusive.

You will perceive that the tonnage of Oldenburg has very much increased, particularly during the last five years, not only in the number of vessels, but also in their size.—(See table No. 1.)

Page 18 gives a comparative statement of the number of vessels and their tonnage and increase since 1846, of Bremen, Oldenburg, and Hanover, on the river Weser; Bremen having 264, Oldenburg 170, and Hanover but 21 vessels engaged in the foreign trade on the river in 1856. 3,115 seamen and 42 pilots are shown to be domiciled within the duchy of Oldenburg by the census of 1855, but this does not come near the number of seamen Oldenburg furnishes; for annually a great many of her young seamen give up their domicile in Oldenburg and become citizens of other States, principally of the United States, but also of Holland and Bremen. Although during the last twenty-five years more have gone to the United States, Oldenburg has, from time immemorial, furnished a large portion of the seamen of the Dutch mercantile marine and navy; and this accounts for the fact that its population has been stationary, and in some districts it has even decreased for several hundred years.

The young men of Oldenburg have always preferred employment on the water and in foreign countries to that at home, the inhabitants of the adjoining districts of Hanover and Prussian Westphalia furnishing necessary agricultural and other laborers; in fact, Oldenburg has always been one of the first seafaring States of northern Germany, and this accounts for the fact that her marine laws and regulations are amongst the best and most complete of the world, and her seamen have a high reputation as most orderly and capable.

There are 44 ship yards with 72 ways in Oldenburg, employing 1,103 native and 149 foreign ship carpenters.

Page 48 and following give an account of the employment of the vessels belonging to Oldenburg. Page 51 shows the number of consuls employed by Oldenburg in foreign countries.

Brake, the principal seaport of Oldenburg, has considerable commerce with the United States, but, being a free port and without a custom-house, no accounts can be gathered of its trade. The frequency of American vessels at Brake is shown to be reduced from 55 arrivals in 1830 to none in 1849 and up to 1854, and 1 in 1855, and 2 in 1856. This may be accounted for on the ground that American vessels have since resorted more to Bremerhafen, where docks

were built in 1831 and 1832. As soon, however, as the docks at Brake and the railroad from Osnabruck and the Prussian Westphalian provinces are completed, American vessels will likely resort more to Brake again. It is a wonder why even now not more American vessels resort to Brake, instead of Bremenhafen, for Brake has many advantages over the latter, and, as long as there is no ice in the river, is equally as safe. The advantages are, that cooking can be done on board the vessels at Brake and not at Bremenhafen, and the crews of the vessels can be kept always on board and under better discipline; for vessels lay there fastened to Duc d'Albes, and cannot connect with the shore by plank, and the harbor and other expenses are but very trifling; whereas, in Bremenhafen they are considerable. The river up to Brake is passable for vessels drawing no more than 17 to 18 feet.—(See page 2 of the report.)

Before receiving this report I had compiled various tables, illustrative of the commerce of Oldenburg, but as most of them have lost almost all value, from the fact that all that concerns shipping is more fully and correctly given by the report itself, I have omitted to forward them. For a statement of the number of Oldenburg vessels which frequented United States ports during the years 1853, 1854, and 1855, see United States Treasury Report on Commerce for those years. The Bureau of Statistics of Oldenburg having officially presented the report to this consulate, and the superintendent of the same, as well as the minister of the interior of Oldenburg, having expressed to me a desire to exchange all public documents with the government of the United States, I would recommend that this be assented to by our government, as the published public documents of Oldenburg contain much of interest, particularly its shipping laws and regulations.

Table showing the tonnage and number of Oldenburg vessels during the years 1846, 1851, and 1856.

	1846.			1851.			1856.		
	Number.	Lasts, reduced to American tonnage.	Crews.	Number.	Lasts, reduced to American tonnage.	Crews.	Number.	Lasts, reduced to American tonnage.	Crews.
Ships							2	1,365	45
Barques	3	732	149	4	990	134	23	9,525	389
Schooner barques							1	195	10
Brigs	7	1,297	218	9	1,635	229	15	2,860	215
Schooner brigs	2	232	15	8	1,297	65	16	2,910	135
Schooners	7	915	49	19	2,160	108	17	2,284	121
Schooner galliots	16	1,830	115	41	5,048	275	60	8,157	429
Galliots	28	2,608	168	20	1,843	101	20	1,851	100
Kuffs	33	2,305	141	13	945	52	11	733	44
Tialks							1	75	3
Euers	2	135	9				2	165	9
Cutters	4	117	30	3	90	27	4	157	32
Steamers							2	360	25
Lighters	185	4,474	380	202	4,794	422	221	5,327	451
Total vessels	287			319			395		
Total tons		14,645			18,802			35,964	
Total crews			1,274			1,413			2,008

The number of vessels built for foreign commerce in Oldenburg was as follows : during the year 1850, 16 vessels of 2,700 tons ; 1851, 17 vessels, of 3,435 tons ; 1852, 21 vessels, of 3,832 tons ; 1853, 25 vessels, of 6,541 tons ; 1854, 24 vessels, of 7,663 tons ; 1855, 27 vessels, of 8,635 tons ; 1856, 38 vessels, of 8,938 tons ; and on the stocks on the 1st of January, 1857, were 25 vessels, of 7,915 tons.

The Oldenburg last of 4,000 pounds has been adjudged to be $1\frac{1}{2}$ ton register American measure.

The cost of the vessel built in Oldenburg without the metal sheathing varies from 102 to 115 thalers, (80 cents American,) per Oldenburg last of 4,000 pounds.

Number of foreign arrivals at Brake during the following years :

Years.	Old. vessels.	American vessels.	Bremen vessels.	English vessels.	Total arrivals.
1830.....	80	55	154	78	577
1835.....	33	5	45	14	166
1840.....	63	3	40	16	202
1845.....	81	4	115	21	355
1850.....	93	-----	30	67	401
1855.....	159	1	29	101	434
1856.....	184	2	34	154	556

In 1856 twenty-four vessels cleared from Brake for the United States, and eleven arrived from there.

The emigration from Brake to the United States was as follows :

In 1845.....	5,514	In 1851.....	3,501
1846.....	1,979	1852.....	6,108
1847.....	2,562	1853.....	6,388
1848.....	2,020	1854.....	7,314
1849.....	2,384	1855.....	5,304
1850.....	2,008	1856.....	3,680

AUGUST 19, 1857.

I would call particular attention to the increase in the consumption of cotton in Oldenburg since its accession to the Zollverein. Previous to 1854 very little cotton was consumed in this country. In 1855 you find three cotton mills (spinners) in Oldenburg proper, and one in Birkfield, working, together, 17,326 spindles, and consuming 1,664,000 pounds of cotton per annum. From the private report of a gentleman largely interested in these spinners, I learn that 29,500 more spindles have been put up this year, which will increase the consumption of cotton to 4,466,500 pounds in 1858.

AUGUST 27, 1857.

My attention has been called to a newspaper sent to the Department of State by the United States vice consul in Hamburg, printed in the German language, and containing various facts and arguments in relation to the tolls collected by Hanover at Stade, on the Elbe, from all vessels coming from sea and bound to Hamburg, Altona, and other places on the river. I beg

leave to submit to you a condensed statement of the facts and arguments contained in the said paper, and such information as I have gathered from other sources. On page 131 *et seq.* of the "Annual Report of the Secretary of State on Foreign Commerce" (1856) there is a history of these Stade dues, and a copy of the correspondence by the United States consul at Hamburg, E. B. Ames, with Syndicus Merck, of Hamburg, on this subject.

It appears from the letter of Syndicus Merck and from other documents that even the authorities of Hamburg are not very anxious to see these tolls abolished, for Hamburg enjoys for her vessels freedom from these tolls. Her vessels thus have a preference in the carrying of freight from foreign parts. This is one of the reasons why so few American vessels partake in the immense trade which Hamburg has with South America, China, Australia, and the East and West Indies. It is not likely that she will take any initiatory steps for the abolition of these dues, for fear of losing this advantage, and having to pay a large portion towards their capitalization in case she should show much desire to have them abolished. The greater part of her more sagacious and liberal merchants would, however, rejoice to see the government of the United States take some steps to cause the Hanoverian government to relinquish its claims for the collection of such arbitrary tolls.

As soon as these Stade tolls on the lower part of the Elbe should be abolished, the tolls now collected by Denmark in Lauenburg, Mecklenburg, Prussia, Anhalt, Bernburg, Dessau, Kothén, and Saxony, on the upper Elbe, would thereupon also soon be abolished. Austria has already ceased to collect such tolls in Bohemia, and thereby set a praiseworthy example. To show the drawbacks these tolls are upon the sale of American produce, I will only give one example: the freight on cotton shipped from Hamburg into the interior per railroad in one year amounted to \$153,170, which, if it had been shipped by the river to its destination, would have been subject to \$28,125 tolls; consequently it could have been sent into the interior of Germany at that much less expense if the tolls had not been in existence, and the river carriage could have come into competition with the railroad, for there are no such tolls collected on the railroad lines.

However unjust and oppressive the collection of this toll at Stade is on the part of the Hanoverian government, ancient privilege and usage and the consent of all nations trading on the Elbe has long since converted this odious toll into something of a positive right vested in the King of Hanover. Even the government of the United States has, by the 3d section, article 1, of the treaty with Hanover, concluded 1846, acknowledged indirectly the existence of these Stade tolls, and the right of the Hanoverian government to collect the same. These tolls collected by Hanover differ, however, essentially from the other river tolls on the upper Elbe, for the governments which collect such tolls give at least some equivalent to commerce by keeping the river and its banks in navigable order. Hanover does nothing of the kind on the lower Elbe, for all the institutions and improvements for the benefit of the shipping on the river are put up and maintained at the expense of the city of Hamburg alone; consequently this toll is only called a sea toll, and not a river toll, like the tolls heretofore collected by Denmark at Elsinore. But even here Denmark had an advantage, for she contributed largely to the safety of the shipping passing through the sounds, by maintaining lights, buoys, beacons, &c., at considerable expense, whereas Hanover does nothing. For this reason Hanover will find it very difficult to get the consent of all other nations who trade on the Elbe to capitalize these tolls, particularly such as were not a party to the convention of the states bordering on the Elbe, held and concluded at Dresden in 1844. This convention, which assembled in

Dresden to carry out article 108, and following, of the general treaty of the congress of Vienna, concluded June 9, 1815, and the appended act No. XVI, (see "translation of the general treaty signed in congress at Vienna,") consisted of delegates from Hanover, Denmark, Prussia, Hamburg, Anhalt, Saxony, and Austria, they being the parties directly interested in the tolls on the Elbe, and the only powers which actually legalized the collection of tolls at Stade, without requiring an equivalent to be given by Hanover to those from whom they are collected. It is, therefore, held now that these states ought to be the only ones who should contribute to its capitalization, for article 117 of this general treaty, and act No. XVI, appended to the same, only make mention of and regulate the tolls on the "Rhine," "Necker," "Moselle," "Meuse," and "Scheldt."

Denmark also, having obtained the freedom of her own commerce between her various ports and places on the river, will object to pay much towards its capitalization.

To make the collection of these tolls with as little trouble and detention as possible to the shipping, and thereby avoid more opposition to the same by other powers, Hanover and Hamburg agreed in a separate convention that Hanover should collect the money through an agent at Hamburg. Accordingly the papers of the vessels are to be given up at Stade on passing, and from there they are sent to the Hanoverian agent in Hamburg, who collects the tolls from the consignees or brokers of the vessel, and these deliver the receipts to the captains. This, however, gives still much cause of complaint, as the papers are often detained by the authorities at Stade for five days and more, and consequently the vessels cannot discharge their cargoes, and are put to much loss and inconvenience by this detention. It is, however, understood that the Hanoverian government gave to the senate of Hamburg, upon the conclusion of the above mentioned convention, the assurance that the toll accounts should be made up within twenty-four hours after the delivery of the papers at Stade, and that they should be handed over to the consignees or brokers of the vessels.

Vessels have, moreover, another detention; for on passing down the Elbe, when going to sea, they have again to stop at Stade to deliver the toll receipt which was obtained in Hamburg, and pay 18 cents charges to the toll boat.

The question of the Stade dues not being one which has a general German aspect, but a question simply to be settled with Hanover, and the latter power having released all ships and their cargoes bound for Harburg (the Hanoverian port on the Elbe opposite Hamburg) from these tolls, and having no support from the sympathy of any nation in this matter, it would be very creditable to the government of the United States to take some steps towards freeing the commerce of the world from another of its shackles, as it has done already in the matter of the Sound dues, and thereby earn for itself the thanks and good will of a great portion of the people of Europe, and particularly the people of the German States.

The government of the United States can, however, expect not much aid from Prussia in this matter of getting the Stade tolls abolished, as she is one of the parties of the Dresden convention, and derives benefit from tolls on the upper Elbe herself. Even if she should be willing to give up her own tolls in the same manner as Austria has done lately, she will not be likely to take active steps for their abolition altogether, for fear of offending the other States of northern Germany, and of losing the controlling influence which she now has over them. Austria, however, having the interest of her Bohemian commerce to look after, would more likely join in such a measure.

The following publications and papers on this subject the undersigned finds mentioned in the

authorities above referred to, and which, if they could be obtained, it is likely would give further information upon this subject in question :

Ursprung, Fortang, and Bestand des Stader Zolls, von Dr. Soetbow, Hamburg, 1839.

Convention concluded at Dresden, between the States bordering on the Elbe, in 1844.

Der Stader Zoll, von G. C. Würger, 1854.

Tariff of the Stade Tolls, Börsen Halle, December, 1854.

Articles collected by G. C. Würger, 1855, on the Stade tolls, second edition, with many new arguments.

Discussions in the "Le Nord," Brussels, May 20, 1857.

Memorial of the Hamburg Handels Verein, on the Elbe Tolls, 1857.

HANSE TOWNS.

HAMBURG.

JANUARY 2, 1857.

Hamburg has abolished the import duty on cotton and woolen and half wool yarn, and also the export duty on all articles.

It is true the duty was small, yet every restriction, however small, which is removed from the trade of American productions, but adds to the stimulus of the commerce in such articles.

BREMEN.

SEPTEMBER 20, 1857.

I have the honor to enclose herewith a *fac simile*, in wax, of a new gold coin issued by the Hanoverian government, and received and circulated by the bankers in this city yesterday for the first time.

The value of this coin is eight Bremen rix dollars twenty-eight grotes and four-fifths of a grote, (8 $28\frac{4}{5}$), equal in the United States currency to \$6 62 $\frac{1}{2}$, or thereabouts.

It is represented as the one-fiftieth part of a pound of fine gold.

SWITZERLAND.

BASLE.

JANUARY 1, 1857.

Statement of the amount of goods, wares, and merchandise exported to the United States, covered by invoices authenticated at the consulate of Basle, for the quarter ending December 31, 1856.

Silk fabrics.....	\$270,132 85
Watches and parts thereof.....	55,307 91
Straw goods.....	11,401 51
Cotton goods.....	4,610 49
Cheese and spirits.....	516 37
Absynthe.....	446 48
Musical instruments.....	330 29
Machinery.....	357 07
	<hr/>
	343,102 97
	<hr/>

Statement of the amount of goods, wares, and merchandise exported to the United States, covered by invoices authenticated at the consulate of Basle.

For the quarter ending March 31, 1857.		For the quarter ending September 30, 1857.	
Silk fabrics—stuffs	\$14,605 64	Silk fabrics—stuffs	\$36,866 43
ribbons	141,056 62	ribbons	151,217 35
Cotton goods—muslins	911 00	Straw goods	13,065 46
Straw goods	9,007 48	Watches	30,116 03
Watches	44,774 16	Leather	1,434 43
Leather	1,225 43	Absynthe	255 93
Absynthe	911 40	Wine	25 19
		Machinery	94 86
		Cheese	181 96
		Cigars	66 96
Total	212,491 73	Total	233,324 60

APRIL 7, 1857.

OCTOBER 3, 1857.

ZURICH.

Statement showing the description and values of goods sent from Zurich to the United States during the quarter ending June 30, 1857.

Articles.	Value in francs.	Value in dollars.
Silks	2,295,518	426,966 34
Cottons	286,154	51,624 64
Horse hair	6,876	1,278 93
Total	2,588,548	479,869 91

Statement showing the description and values of goods sent from Zurich to the United States during the quarter ending September 30, 1857.

Articles.	Value in francs.	Value in dollars.
Silks	2,996,427	557,335 42
Cottons	111,496	20,738 25
Total	3,107,923	578,073 67

GENEVA.

Exports from Geneva to the United States during the quarter ending December 31, 1856.

Articles.	Value.
	<i>Francs. cms.</i>
Watches	40,685 00
Cigars and absinthium	2,174 40
Total	42,859 40
A franc equal 18.6 cents United States currency	\$7,971 85

PAPAL STATES.

ANCONA.

MARCH 7, 1857.

Modifications of tariff in 1856.

Only articles of common use are given in the list. The tariffs, entire, occupy a quarto volume. Repeated modifications have been made of late years, but it still holds out a large premium to the smuggler.

Return of modified tariff in the Papal States in 1856.

Articles.	RATE OF DUTY.		INCREASE.	DECREASE.
	Old.	New.	Per cent.	Per cent.
Glass, window panes.....per 75 pounds gross..	£ s. d. 16 8	£ s. d. 8 4	-----	50
Plate glass, (large).....do.....	1 13 4	16 8	-----	50
Looking glass.....do.....	2 1 8	1 5 0	-----	40
Plate glass..... } small.....do.....	16 10½	8 4	-----	50½
Looking glass..... }				
Glassware, plain.....per 75 pounds nett..	10 0	8 4	-----	16½
Glass, cast and cut.....do.....	1 9 6	16 8	-----	42½
colored, plain, and worked.....do.....	10 0 } 1 9 2 }	1 5 0	150	14¾
colored, plain, and worked, and mounted	10 0 }		316¾	-----
on furniture.....do.....	1 9 2 }	2 1 8	42¾	-----
Ordinary worked wood.....do.....	4 2	2 1	-----	50
Fine worked wood.....do.....	1 5 0	1 0 10	-----	16¾
Toys.....do.....	1 5 0	1 0 10	-----	16¾
Inlaid furniture, with mother-of-pearl, ivory, tor-				
toise shell, metals, fine woods.....do.....	1 5 0	3 2 6	150	-----
Ware, of ordinary terracotta.....do.....	3 4	1 8	-----	50
fine terracotta.....do.....	16 8	8 4	-----	50
porcelain.....do.....	1 9 2	1 0 10	-----	28¾

Return of modified tariff in the Papal States—Continued.

Articles.	RATE OF DUTY.		INCREASE.	DECREASE.
	Old.	New.	Per cent.	Per cent.
Ware, alabaster.....per 75 pounds nett..	£ s. d. 8 4	£ s. d. 6 3		25
zinc.....do.....	1 13 4	1 0 10		37½
lead.....do.....	1 13 4	1 0 10		37½
plain sheet iron, or tin plates, also varnished				
and painted.....do.....	4 1 8	2 1 8		50
plated.....do.....	4 3 4	2 1 8		50
copper, for kitchen use.....do.....	Prohibited.	2 1 8		
of other kinds.....do.....	12 6	2 1 8	233½	
Scales of copper or brass.....do.....	4 3 4	2 1 8		50
Straw hats.....per dozen.....	1 5 0	15 0		40
Umbrellas, all sorts.....per 75 pounds nett..	6 5 0	4 3 4		33½
Common clocks, with wooden works.....each.....	1 3	2 1	66⅗	
Do.....metal works.....do.....	4 2	2 1		50
Files and rasps.....per 75 pounds nett..	12 6	8 4		33½
Red oxide of lead,.....per 75 pounds gross..	2½	10	300	
Embroidered woolen tissue.....per 75 pounds nett..	25 0 0	10 8 4		58½
Gray woolen blankets.....do.....	2 1 8	12 6		70
Colored flax or hemp stuffs in the piece.....do.....	2 10 0	1 5 0		50
Colored cotton stuff in the piece.....do.....	2 10 0	1 5 0		50
Cotton velvet and plush.....do.....	1 13 4	1 5 0		25
White and gray calicoes and shirtings.....do.....	2 10 0	1 13 4		33½
Tulle of thread, hose and cotton, plain and em- broidered, comprising lace.....do.....	10 8 4	6 5 0		40
Old lace.....do.....	12 6	4 3 4	666⅔	
Tanned skins, white, or dyed black.....do.....	1 4 3	1 5 0		6⅗
Colored skins.....do.....	2 1 8	1 5 0		40
Worked skins.....do.....	6 5 0	3 2 6		50
Oil of roses or cinnamon.....per 75 pounds gross..	62 10 0	31 5 0		50
Oil of cloves, mint, orange, and their varieties.....do.....	10 8 4	5 4 2		50
Oil of jessamine, and other flowers.....do.....	6 5 0	3 2 6		50
Medicinal of mace, nutmeg, almonds, and the like.....do.....	4 3 4	2 1 8		50
Pure quinine, and sulphate of quinine and chlorine.....ad valorem.....	Free		10	
Compound medicine.....do.....	25 per cent.	10 per cent.		60
Sal ammoniac.....per 75 pounds gross..	10	2 1	150	
Epsom salts.....do.....	2	10	400	
Sulphuric acid.....do.....	12 6	8 4		33½
Nitric acid.....do.....	1 0 10	14 7		30
Muriatic acid.....do.....	12 6	8 4		33½
Carbonate of ammonia.....do.....	20 16 8	12 6		97
Camphine for light.....do.....	1 5 0	1 3		95
Borax, gray and refined.....do.....	1 3	7½		50
Ireas, scraped and in powder.....do.....	10	8 4		89⅓
Blue earth for painters' colors.....do.....	10	8 4	900	
White arsenic.....do.....	12 6	2 1		83⅓
Metallic arsenic.....do.....	5	2 1	400	

Return of modified tariff in the Papal States—Continued.

Articles.	RATE OF DUTY		INCREASE.	DECREASE.
	Old.	New.	Per cent.	Per cent.
Copper in the rough .....per 75 pounds nett..	£ s. d. 10	£ s. d. 9	-----	10
Zinc, beaten or in sheets.....do.....	8 4	5 0	-----	40
Pig iron, Mediterranean provinces .....do.....	2 1	6½	-----	50
Adriatic.....do.....	1 0½			
Bologna.....do.....	6¼			
Steel plates not exceeding ⅓ of an inch in thickness :				
Mediterranean.....per 75 pounds gross..	10	6 3	650	-----
Adriatic .....do.....	10	3 6	275	-----
Iron, half refined Mediterranean.....per 75 pounds nett..	7 1	8 3	-----	11½
Gold, wire, drawn and in sheets.....do.....	20 16 8	18 8 4	-----	50
beaten out into leaves .....do.....	83 6 8	10 8 4	-----	87½
Silver, wire, drawn and in sheets.....do.....	15 0 0	10 8 4	-----	30½
beaten out .....do.....	20 16 8	10 8 4	-----	50
Sponges, ordinary .....per 75 pounds gross..	8 4	4 2	-----	50
Chestnuts, in the shell .....do.....	4	2½	-----	37½
Sponges, fine.....do.....	2 1 8	1 0 10	-----	50
Chestnuts, without shell, and in their flower .....do.....	5	3	-----	40
Locusts, (carrobbe).....do.....	4 2	1 3	-----	70
Salted, smoked, and prepared meats.....do.....	10 6	6 3	-----	40

TWO SICILIES.

PALERMO.

Description and values of merchandise shipped from the port of Palermo to the ports of New York, Boston, Philadelphia, and Baltimore, respectively, for quarter ending June 30, 1857, inclusive.

Ports.	Sulphur.	Sumac.	Corks.	Licorice paste.	Canary seed.	Walnuts.	Filberts.	Rags.	Pumice stone.	Essence.	Shelled almonds.	Almonds.	Fruit.	Wine.	Maccaroni.	VALUE IN OUNCES.		
																Ounces.	Taris.	Grains.
<i>In American vessels.</i>	<i>Cantars.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Cases.</i>	<i>Bbls.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bales.</i>	<i>Casks.</i>	<i>Jars.</i>	<i>Boxes.</i>	<i>Bags.</i>	<i>Boxes.</i>	<i>Pipes.</i>	<i>Cases.</i>			
New York.....	12,126	11,030	324	516	169	100	250	879	50	20	879	21	41,194	148	81	71,013	18	15
Boston.....	1,530	1,150	.....	50	50	.....	71	150	50	9	800	530	18,265	10	96	19,420	25	1
Philadelphia.....	1,300	1,800	.....	107	.....	.....	.....	80	.....	.....	200	.....	14,780	.....	.....	16,163	20	12
Baltimore.....	200	600	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,500	25	.....	4,783	14	8
Total.....	15,756	14,580	424	673	219	100	321	1,209	100	29	1,879	551	78,739	183	177	111,381	18	16
<i>In foreign vessels.</i>																		
New York.....	3,050	6,500	.....	460	.....	.....	212	50	.....	54	200	10	26,680	.....	896	38,020	23	18
Boston.....	3,000	3,475	.....	9	50	134	150	52	.....	.....	.....	55	11,632	.....	20	15,164	3	8
Philadelphia.....	1,960	2,500	.....	28	60	.....	175	280	.....	.....	.....	.....	7,478	.....	.....	16,392	15	7
Total.....	8,010	12,475	.....	489	110	134	537	382	.....	54	200	65	45,790	.....	916	69,577	12	13
<i>Total in American and foreign vessels.</i>																		
All ports.....	23,766	27,055	424	1,162	329	234	858	1,591	100	83	2,079	616	124,529	183	1,093	*180,959	1	9

* Equal to \$434,301 71.

SEPTEMBER 30, 1857.

It is a source of satisfaction to this consulate to be able to announce a decided and healthy increase in the trade of this consular district with the United States during the year ending September 30, 1857. The employment of both American and foreign vessels has been greater than last year, notwithstanding the extraordinary causes which at that time tended to make vessels more numerous, while they rendered freights lower, viz : the large number of American and other vessels then in the Mediterranean, and unemployed by reason of the cessation of the war in the Crimea, during which they had found profitable charters as transports.

The operation of the late treaty with the Neapolitan government has been so beneficial as regards this consular district that there remains but little to improve with a view to perfect equality and reciprocity of trade. Any other improvement that might tend to increase the activity and profit of our producers can only be brought about by a reduction of the duties in our favor, which is a consummation at present not likely to be effected ; a reduction in the duties on numerous articles of American produce or export would bring into activity a good return trade, creating thereby a more equal exchange of commodities than at present exists, and enabling American producers to compete with other nations in supplying this country with products and manufactured goods.

Under somewhat more favorable circumstances an active trade in tobacco, sugar, logwood, dye woods in general, mahogany, coal, ice, cotton goods, &c., might be opened. Packers are already beginning to import their box shooks from the United States, and vessels are now bound to this port with cargoes of the same.

The principal articles of import into this district are, viz : cacao, cochineal, coffee, indigo, pepper, rum, spices, sugar, tea, cotton goods and spun cotton, linen and cotton, woolen goods, copper, vitriol, coal, fir boards, glass and earthen ware, iron and hardware, linen, silk, woolen goods, copper, drugs and colors, codfish, salt fish, herrings, flax, hides, iron, lead, leather and patent leather, pitch and tar, saltpetre, stationery, steel, pewter, tin, tobacco, wax, wool, beech boards, mahogany, oak staves, palesandre wood, logwood, &c., &c. Of these various articles of import, by far the greater part are imported in British, French, and Dutch vessels, and a very few in American vessels. The sugar trade of this district, as in fact of all Italy, is carried on almost exclusively through Genoa with Rotterdam, Amsterdam, and Hamburg, the only exception being a certain amount of French beet root from Marseilles.

The articles of export are chemicals and drugs of various kinds, grain, beans and rice, when the exportation is not prohibited, (as it is at present,) sulphur, (export duty 2 taris per cantar, minus 10 per centum in favored vessels,) cantharides, cheese, cotton, salt fish, dried fruits, essences, licorice paste, manna, (very little produced this year on account of the frequent rains,) linseed oil, oranges and lemons, hemp seed, other seeds, sumac, silk, lamb skins, wine, rags, olive oil, (duty 2*d* per cantar,) &c., &c. Of which articles, the United States (with the exception of sulphur and sumac) receives the greatest proportion, Great Britain the next, and France, Germany, and Russia absorb nearly all of the remainder. As the demand for the above mentioned articles of export and import is very regular, the increase or decrease in the amounts of the same depends as much on the fluctuations of the seasons and the quality of the crops as on those of the market, so that, taking the year through, the amounts, if they do not increase, remain much the same ; we may perhaps except the trade with the United States, where, from the constant increase in the population and in the rapidity and facility of communications and

transport, the demand is constantly increasing, while the field of supply remains very nearly the same ; there must consequently be a constant increase in the amounts exported, and a correspondingly increased activity among producers ; this effect is seen in the extension of the fruit plantations, and in the enlarged tracts of general cultivation, as well as in the increasing number of sumac mills and other establishments for the preparation and packing of the various kinds of Sicilian produce in this district and in the island generally, with a view to the American trade. As regards the supply of cotton goods, the importations have slightly decreased, owing to the increased activity among native manufacturers, (especially on the other side of the Faro,) and the consequent greater introduction of home-made goods.

The average rate of freights for the year ending September 30, 1857, has been as follows, viz : for vessels of from 100 to 300 tons, \$7 and \$8 per ton ; from 300 to 500, \$6 per ton, for the United States.

There is no prohibition of the importation of any article into this consular district ; the exportation, however, of grain and legumes is prohibited.

Neither are there now any differential duties on articles imported in national or foreign vessels, the reciprocity system having become of almost universal application in this country.

No modifications have been made in the rates of tonnage dues or other port dues, nor in any sanitary or other regulation relating to entry or clearance during the year as above ; at the same time it is satisfactory to this consulate to be able to state that these several regulations are on as favorable and liberal a scale as in any country bordering on the Mediterranean.

No American capital is employed in this consular district in any way, and the consumption of the staples of the United States is very limited, as is also the importation of the same in American vessels, for the reasons before stated.

As regards public works in this district, and in Sicily generally, it is satisfactory to state that the Neapolitan government is not inactive. It is at present engaged in the construction of a chain of fourteen light-houses at different points on the coast of the island, which will be built on the latest and most approved plans. This will be a great improvement on the present state of things ; at Licata, for instance, while a light is laid down on the chart, (and is in fact placed there,) until the attention of the local government was called, by this consulate, to the fact, the same was not lighted, causing thereby much anxiety and difficulty to ship masters bound to that roadstead ; this inconvenience is now removed.

The magnetic telegraph has also at length extended its magic arm over the island, and will, no doubt, exert a beneficent influence on commerce, by facilitating communication with the continent and the rest of the world, which has been heretofore somewhat uncertain and always slow.

In conclusion, this consulate feels great pleasure in stating that the present season in Sicily, as regards the abundance and quality of the crops, is generally one of the most promising that can be remembered. The grape and olive crops may be calculated at two and a half of last year's, and, with slight exceptions, the other crops may be put down at double those of ordinary seasons.

TURKISH DOMINIONS.

CONSTANTINOPLE.

MARCH 18, 1857.

[Translation.]

Department of Foreign Affairs of the Sublime Porte.

The quarantine regulations which have been formed for the benefit not only of the Ottoman empire, but probably for the security of the health, and facilitating and extending the commercial regulations of the whole of Europe, the advantages of which, God be praised, are visible, have attained to a certain degree of perfection. The dues which have been assessed heretofore proving insufficient for covering expenses, the Ottoman government has been subjected to a considerable outlay ; whilst on a subject which, like the present, is productive of such general advantages, and, moreover, belong to all governments, the dues established should naturally be sufficient for the actual expenses.

In this view of the case, the subject has been discussed in a general council of health, in the presence of the delegates of the foreign legations, and a new tariff of dues for the quarantine been established upon principles of justice conformable to those sentiments of equity which animate the Sublime Porte, and at the same time they have drawn up a report showing the motives or causes which rendered this necessary. Printed copies of this tariff and the report aforementioned, as well as a list, are now communicated to your legation in the same manner as has been done towards the others. Your excellency will be pleased to observe that in this report it is shown that, in comparison with the quarantine dues of other governments, these are very moderate ; and it is hoped that this fact will be regarded by your excellency as a new evidence of the justice and moderation of the views of the Ottoman government ; and the present memorandum is now transmitted to your excellency with the request that, as the tariff aforesaid has been transmitted to the necessary employés of the Sublime Porte, you will be so good as to issue such instructions as will insure a proper co-operation hereafter for its execution.

Signed by Mehemed Fund, and dated Moharem 19, 1273, (September 19, 1856.)

[Translation.]

Tariff of sanitary dues in the Ottoman Empire.

ARTICLE 1. The tariff of sanitary dues comprise :

- 1st. The dues for the visit of recognition, payable by every vessel entering an Ottoman port.
- 2d. The quarantine dues depending on their state of health.

ARTICLE 2. The dues for the visit of recognition on arrival :

A. Vessels of fifty tons and upwards will, on entering an Ottoman port, pay for each ton three piastres.

B. Vessels of fifty tons and upwards arriving at an Ottoman port to another will pay, per ton, two piastres.

C. Vessels of fifty tons and under will pay, without any regard to the port from which they have arrived, per ton, one piastre.

ARTICLE 3. Quarantine dues :

A. Dues in favor of the lazaretto, for each day and each individual, five piastres.

B. Dues on goods disinfected in the lazaretto, viz : Goods in bales, per 100 okes, $2\frac{1}{2}$ piastres; hides, per 100 pieces, 5 piastres ; small skins, not in bales, for each 100 skins $2\frac{1}{2}$ piastres.

ARTICLE 4. Vessels which, during the same voyage, shall enter successively in several Ottoman ports, will not pay the dues for the visit of but one only, and that in the first port which they may enter.

ARTICLE 5. Children under seven years of age and the poor are exempt from the dues levied in favor of the lazaretto.

ARTICLE 6. The following are exempt from all quarantine dues established in the preceding articles :

1st. Ships-of-war. 2d. Vessels driven in by stress of weather, even when they be admitted to pratique : *Provided, however,* That they do no commercial business in the ports which they may thus enter. 3d. Boats.

ARTICLE 7. All other dues heretofore established, and not mentioned in the present tariff, are suppressed.

CONSTANTINOPLE, *July* 23, 1856.

[Translation.]

A tariff of the dues to be imposed upon all vessels passing through the straits of the White and Black seas, (Bosphorus and Dardanelles,) for the support of the stationary, revolving, colored, and reflecting lights, to be established in the straits aforesaid :

1st. All vessels entering the straits of the White sea, (Dardanelles,) and anchoring in the port of the capital, will pay fifty (50) piastres in the specie coinage of the present Sultan for every one hundred (100) tons.

2d. All vessels leaving the port of the capital, and without going out of the straits of the Black sea, (Bosphorus,) anchoring at any of its wharves, will pay 25 piastres in the same currency on every one hundred (100) tons. In case of their leaving said straits, they will pay fifty (50) piastres of said currency.

3d. All vessels leaving the port of the capital, and without going out of the straits of the White sea, proceed to the shores of the sea of Marmora, or enter its harbors, will pay twenty-five (25) piastres of said currency on every one hundred (100) tons.

4th. All vessels leaving the aforementioned shores and harbors of the sea of Marmora, and coming to the port of the capital, will pay twenty-five (25) piastres in said currency.

5th. All vessels leaving the port of Constantinople, and proceeding direct to the White sea, (Mediterranean,) will pay fifty (50) piastres.

6th. All vessels arriving at the port of the capital from the Black sea will pay fifty (50) piastres of said currency.

7th. On all vessels passing through the two straits, from the White to the Black sea, the dues collected at the two straits of one hundred (100) piastres may, if so desired, be paid at one time ; and in the same manner those arriving from the Black on their way to the White sea, the same amount of dues will be levied on them on their return.

8th. All vessels of one hundred tons, or of less tonnage, visiting the ports outside of the straits, or those between them, will pay, on each arrival, for every ton, ten (10) piastres for every voyage.

9th. Steamers employed in towing from the port of Constantinople to the Black sea will pay monthly (50) piastres in said currency.

10th. All steamers making between the ports of the two straits, in the Bosphorus, to the islands, to Cadikieng, carrying passengers, will also pay monthly twenty-five (25) piastres in said currency.

11th. The form to be observed on the receipt of those dues, the designation of the places for collecting them, and the receipts which will be given on their payment, will all be regulated when the tariff is put into execution.

MARCH 29, 1857.

At the request of some merchants of Constantinople connected in trade with the United States, I have the honor to enclose to the department a table of the weights and measures of this city and of some other parts of the Ottoman empire.

You will be so good as to observe that the weights and measures of Constantinople are invariable in quantity, with the exception of the kilo, which has a slight variation, according to the quality of the object. Thus, an oke at Constantinople is invariably fixed at 400 drachms, a cantar (or kintal) at 44 okes, &c. There is a local regulation of the Ottoman government which controls the uniformity of its weights and measures, and the trades people are obliged to have their scales of measures and weights verified by an official standard, kept for that purpose in the office of the prefect of the city, (shehr emini.) It is from this office that I have been furnished with the table now enclosed.

Be pleased also to remark that, in making a comparison of the weights and measures of Constantinople with those of other parts of Turkey, it is shown that the liquid measures are the same here and elsewhere, and this is also the case with all long or cloth measures, which never vary. As to the dry measures, there is a notable difference between different places. In the table enclosed it is shown that the kilo of Baltchik, Varna, Samsoon, and Salonica is four times more than that of Constantinople, and at Kastendja and Burgas, in the Black sea, one kilo is equal to two of Constantinople, called stambullee. As to the weights of Constantinople, compared with those of other parts of the empire, the cantar, which governs the commercial transactions of the empire, is the same everywhere, with the exception of Smyrna. The oke is always calculated at 400 drachms, and the cantar at 44 okes, or 17,600 drachms, except at Smyrna. The cause of this difference is, that at this capital, as elsewhere, the oke of retail, called terazee, and of wholesale, is invariably of 400 drachms, whilst at Smyrna, as is shown in the table, the retail oke, or terazee, is calculated at 400 drachms, whilst the oke of wholesale of the cantar, is there only 380 drachms; consequently the cantar of Constantinople, composed of 44 okes of 400 drachms each, makes 17,600 drachms, whilst, on the other hand, the cantar of Smyrna, though composed of 45 okes each, of 380 drachms, forms only 17,100 drachms. There is, consequently, an excess of 500 drachms, or of $1\frac{1}{4}$ oke, upon each cantar of Smyrna—that is to say, a difference of 2.95 per cent. Thus 100 cantars of iron, wool, &c., purchased at Constantinople, produces at Smyrna 102.95 cantars. This, however, will depend upon the use of correct and accurate scales at both places. But as this can scarcely be expected, the difference is apt to amount to from 3 to $4\frac{1}{2}$ per cent., and the consequence is, that merchants here generally estimate the difference at 4 per cent. between these two places.

From the same cause wholesale sales made in okes (as is customary with some articles of commerce) differ as much as 5 per cent. between Constantinople and Smyrna; for the sales in okes at wholesale and retail are here invariably upon the calculation of 400 drachms, whilst, as is shown in the table, wholesale transactions at Smyrna are made upon the calculation of the

cantar, (quintal,) of 380 drachms to the oke only. Consequently, 100 okes of coffee, of yellow berries, &c., purchased at Constantinople, will produce in Smyrna 105 okes—that is to say, 20 drachms more per oke, which, in 100 okes, makes 2,000 drachms, or 5 okes. I beg leave particularly to bring this difference in the weights of Constantinople and Smyrna to the knowledge of the department, and would respectfully request it to make the same known to the treasury.

* * * * *

I believe that this difference of from 4 to 5 per cent. between the weights of Smyrna and Constantinople has been alluded to in a report from the consulate of the former place to the department, and justice to the merchants of this capital trading with the United States requires that it should be taken into consideration at the custom-houses of the United States.

In conclusion, I would add that, in Turkey, liquids, as well as solids, are sold by weight, so that though measures are used, such as the oke for wine, milk, oil, &c., they are nevertheless supposed to contain a given number of drachms in weight. The oke and its component drachms is the basis of all the weights and measures of Turkey, excepting, of course, those of long and land measurement.

I have the honor to be, sir, with great respect, your obedient servant.

A table of weights and measures of Constantinople and of some other parts of Turkey, derived from official, reliable sources.

WEIGHTS OF CONSTANTINOPLE.

- 1 cantar or kintal is equal to $7\frac{1}{3}$ batmans, or 44 okes, or 100 lodras, or 17,600 drachms.
- 1 batman is equal to 6 okes, or 2,400 drachms.
- 1 kod is equal to 14 okes, or 5,600 drachms.
- 1 oke is equal to 400 drachms, or 2.9430 American pounds, avoirdupois.
- 1 drachm is equal to 4 dengs.
- 1 deng is equal to 4 tcherkergeys.
- 1 tcherkergey is equal to 4 boydays.
- 1 lodra is equal to 176 drachms.
- 1 tchekee of stone is equal to 176 okes, or, vulgarly, 180 okes.
- 1 tchekee of saffron is equal to 170 drachms of all drugs.
- 1 teffee of silk is equal to 610 drachms.
- 1 metical of attar of roses is equal to $1\frac{1}{2}$ drachm of all essences and precious metals.
- 1 tchekee of wool is equal to 4 cantars, or 176 okes.
- 1 hyrat, or carat, of diamond or other jewels is equal to 1 tkeyerey, or 4 boydays.
- 1 boyday is equal to 16 hissehs, or parts.

DRY MEASURE OF CONSTANTINOPLE.

- 1 kilo of walnuts is equal to 100 okes.
- 1 kilo of wheat, Indian corn, or canary seed, is equal to 21 okes.
- 1 kilo of linseed is equal to 20 okes.
- 1 kilo of hemp seed is equal to 16 okes.
- 1 kilo of rice is equal to 10 okes.

LIQUID MEASURES OF CONSTANTINOPLE.

- 1 madrey of wine is equal to 10 okes.
- 1 testee of oil is equal to 8 okes.
- 1 oke is equal to 400 drachms.
- 1 testee of oil, elsewhere, is equal to 6 to 9 okes.

LONG MEASURES OF CONSTANTINOPLE.

- 1 hallebec or archin is equal to 8 rules or 16 guirays, wholesale.
- 1 endazay is equal to 8 rules or 16 guirays.
- 1 ghiray of hallebec is equal to 1.6797 American inches.
- 1 ghiray of endazay is equal to 1.5859 American inches.
- 1 donum is equal to 40 square archines or 1.600 archines.

DRY MEASURE OF BALTCHIC, VARNA, SAMSOON, AND SALONICA.

- 1 kilo is equal to 4 kilos of Constantinople ; ditto at Burges and Kustendyil.
- 1 kilo is equal to 2 kilos of Constantinople ; ditto at Smyrna.
- 1 cantar or kintal of iron, wood, &c., is equal to 100 lodras or 45 okes of 380 drachms each, or to 17,100 drachms.
- 1 oke, at wholesale, is equal to 380 drachms.
- 1 oke (of opium) is equal to 250 drachms.
- 1 cantar is equal to 125 pounds American avoirdupois.
- 1 chekee, of goat's wool, is equal to 2 okes, weighed at Constantinople, to 1.360 okes.

WEIGHTS AND MEASURES COMPARED WITH THOSE OF THE UNITED STATES OF AMERICA.

Weights.—1 oke of Constantinople is equal to 2.9430 pounds American.

1 cantar of Constantinople is equal to 129½ pounds American.

1 oke of Smyrna is equal to 2.7500 pounds American.

Measures.—1 hallebec or archin is equal to 26⅞ inches American.

1 endazee is equal to 25⅓ inches American.

1 archin, land measure, is equal to 29⅞ inches American.

1 parmak, land measure, is equal to 1.225 inches American.

1 guiraz of hallebec is equal to 1.6797 inches American.

1 guiraz of endazee is equal to 1.5859 inches American.

1 archin, land measure, is equal to 24 parmaks.

1 donum of land is equal to 40 square archins, or 1.600 archins, or 3.920 feet, or 1.306⅔ yards.

CONSULATE OF THE UNITED STATES OF AMERICA,

Constantinople, March 29, 1857.

I declare that the preceding table is correct, and that it has been procured from the most [SEAL.] exact official sources of this capital.

JOHN P. BROWN, *Acting Consul.*

[Translation.]

Department of Foreign Affairs of the Sublime Porte.

As your excellency is already aware that, conformable with the representations which have been made to your legation in various memorandums, the Ottoman government in the view of promoting the interest of the important question of navigation, to preserve the vessels which pass through the two straits and enter some of the ports of the empire from accidents, has decided upon establishing twenty-two light-houses at certain known and necessary places within the limits of the said straits.

At the present moment about one-half of these lights have been procured, and every expedition is being used to have them erected in their respective localities. At a more recent date a mixed commission was formed on the subject of these light-houses, and the localities contemplated upon for their erection were again examined, when it was decided that additional lights should be erected in some other places where the interest of navigation rendered their existence necessary. A printed copy of the list of these lights, with a note of the names of the localities and of their respective elevations, is herewith endorsed for your excellency's information, from which it will be observed that these lights number, great and small, some fifty-two; and H. I. M. has been pleased to command that all of these shall be procured and erected.

At the present time, through the care of the Sublime Porte, more than one-third of the light-houses above mentioned are actually in operation, and the remainder are being erected and put into use. By these means navigation is daily rendered safer, and as it certainly would neither be just or reasonable for the Ottoman government, after having made already so great a sacrifice in this matter, to be compelled alone to provide for the expense of the lights and to continue to provide for the pay and rations of their necessary employés.

For this reason the commission aforesaid has decided that, in the same manner as is observed by all other governments, those vessels which pass by the places on which the said lights are erected will each pay an established and fixed duty, by which means the Ottoman government will be refunded the expense which it has already incurred and cover that which it will hereafter be compelled to incur.

Each vessel will pay a duty in accordance with its tonnage and size, of which a table has been drawn up, and instructions have been given to the imperial arsenal that the payment of the same will commence with the 15th of March, old style, (24th March, 1857,) and will be collected on every vessel without any exception.

As all of these lights have not been finished and put into operation, until this shall be the case it will not require the payment of the entire amount of the duty stated in the table aforesaid, but be satisfied with one-half of it; and only when all of the light-houses are erected will it expect to be paid the full amount. As this arrangement is certainly based upon justice and conformable to the laws of the government, its execution will commence on the 15th day of the month aforesaid, when one-half of the full amount of duty will from that day be demanded, without any exception, from the vessels of your subjects; and in the confident hope that your excellency's sense of justice will induce you to give instructions to this effect to your employés, the occasion is availed of to renew assurances of high respect and distinguished consideration.

APRIL 27, 1857.

I have the honor to inclose to the department two translations of official memorandums from the Sublime Porte. No. 1 being in reference to the right of printing papers, books, and pamphlets by foreigners, in this empire ; and No. 2 on the subject of the regulation made for vessels entering Ottoman ports and needing pilots.

[Translation.]

Department of Foreign Affairs of the Sublime Porte.

The Ottoman government having established the following regulations, it takes the present occasion to bring them to the knowledge of your excellency for the information of American citizens, in the same manner as has been done towards each of the other foreign legations. All persons at the capital, who are desirous of printing books, pamphlets, or gazettes, and of establishing presses for this purpose, will be obliged, if Ottoman subjects, to make application for permission to the *Medjelid Mearif* (Board of Public Instruction) and to the *Zabtich Naziratee*, (Police Department,) and if foreign subjects to the Department of Foreign Affairs ; and until these departments have made an examination of the request, and granted the petitioner a document containing permission, they will not be allowed to open any printing presses. In the interior of the empire, whether the parties be native or foreign, they will be required to lay their request before the governor of the province in which they are, who will, in turn, transmit the same to the Sublime Porte ; and, until its permission shall have been obtained, they will not be allowed to open any printing presses.

All persons who shall print any kind of books or pamphlets at the capital will, if Ottoman subjects, be required to exhibit them to the Board of Education, and if foreign subjects, to the Department of Foreign Affairs. In the interior, the native and the foreigner will be equally compelled to exhibit their publications to the governors of the provinces, who will examine them, and until no harm is perceived in them either to the country or the government, and permission be given for their publicity, they will not be allowed to be printed and published.

Those foreign individuals who are desirous of publishing anything respecting themselves, or to publish a gazette, will not be allowed to open a press until permission shall have been given them to that effect by the Department of Foreign Affairs.

If any individuals act contrary to these regulations, and endeavor to print books and pamphlets injurious to the State and government, the objects printed will, if at the capital, be seized upon by the Police Department, and if in the interior, by the orders of the government of the provinces, their presses be at once closed, and they punished according to the degree of their criminality, conformably with the criminal code established by his Serene Majesty's command. Within six months from the date of the present memorandum, the owners of existing printing presses, who have not procured permits, or may even have asked for them, will, conformably with the preceding regulations, be refused permission to continue them.

As the question of printing in the Ottoman dominions is now one of much delicacy, and as it is deemed a matter of duty to prevent its abuse, your excellency is particularly requested to bring the same to the knowledge of such of your subjects as are concerned in the trade, or who may desire to engage in it, with the strictest injunctions that they shall be closely governed by the preceding regulations.

Occasion is also taken of the present to renew to your excellency assurances of high respect and distinguished consideration.

MARCH 12, 1857.

[Translation.]

Department of Foreign Affairs of the Sublime Porte.

Information having been received that vessels of war and of commerce visiting the various ports of the Ottoman dominions often need the services of pilots, a flag has been determined upon, of which the inclosed is a drawing, which, when exhibited by vessels of any nationality whatever visiting said ports, the officer of the port entered will take a guardian of the quarantine and proceed to the vessel, and when he shall have ascertained for what place a pilot is required will make the same known to whomsoever it may be necessary, upon which a pilot will be found immediately, and sent on hire to said vessel.

Notice of this regulation has been sent to all of the employés of the ports of the empire, and the same is now brought to your knowledge, so that it may be made known to the masters of the vessels of your country, and they may, when in need of pilots, act in conformance with it.

The subject having been made known to the other foreign legations, it is now communicated to that of your excellency, and occasion is taken to renew to your excellency assurances of respect and consideration.

APRIL 1, 1857.

DECEMBER 2, 1857.

I have the honor to inclose herewith a printed copy of the regulations enacted by the European commission of the Danube for the port of Sulina, received from the Sublime Porte.

Regulations enacted by the European Commission of the Danube for the preservation and maintenance of order and regularity in the port of Sulina.

Whereas it is necessary that order be maintained in the port of Sulina, in order to avoid all confusion and collision between vessels entering and going out of the Danube, and in order to facilitate the execution of any works that may be undertaken at the mouth of that river, the European Commission of the Danube, in virtue of the 16th article of the treaty of Paris of the 30th of March, and in virtue of the temporary power with which the Commission has been invested by the Sublime Porte, do hereby enact the following temporary regulations :

ARTICLE 1. All merchant vessels entering the port of Sulina, whether from the sea or from inland, shall strictly obey the orders of the captain of the port, or those of his subordinates, in everything connected with harbor service and discipline.

ART. 2. A guard boat shall be stationed at each end of the port, No. 1 seaward, No. 2 above in the river. These boats shall indicate to captains entering the port the berths where they are to anchor.

ART. 3. The harbor of Sulina shall be divided into five sections, numbered from I to V, commencing from the sea ; these shall be marked by posts of different colors, placed on each side of the river. The first shall be reserved for the men-of-war on the station, for barges in the

service of the European Commission, and for merchant steamers ; the second shall be allotted to merchantmen who, after having lightened, are ready to put to sea, as well as to the lighters into which they have discharged part of their cargo ; the third to vessels having to lighten ; the fourth to vessels waiting at Sulina for a fair wind to ascend the river ; and the fifth to the empty lighters. It is strictly forbidden to the latter to approach the loaded lighters. The space between the first section and the light-house must always remain free.

ART. 4. Any captain infringing the regulations of the preceding article by dropping anchor on forbidden ground, and who on the summons of guard boats No. 1 or 2 shall not directly repair to the anchorage that shall have been allotted to him, will be liable to a fine of 15 to 25 ducats.—(See 19th article of these regulations.)

ART. 5. Every captain of a sailing vessel, after having anchored his ship, must proceed in person or send his mate to the harbor master's office, to produce his bill of health and other papers. If the vessel stops at Sulina less than twenty-four hours, the papers will be immediately returned to the captain after examination, otherwise they will be left at the harbor master's office till her departure.

ART. 6. Every captain must pay the port dues in force at the harbor master's office, taking a receipt for the same. Any payment for which the harbor master's receipt cannot be shown shall be considered null and void.

ART. 7. After having cast anchor, the ships must be moored either to the posts fixed for this purpose on each side of the river or to vessels already moored.

ART. 8. As soon as the orders of the preceding article have been complied with, vessels must take in their jibbooms, and while thus moored the yards must be braced fore and aft.

ART. 9. The captain of the port will, as far as possible, definitely fix the moorings and landing places for the weekly mail steamers in the first of the stations mentioned in article No. 3.

ART. 10. All vessels entering and leaving the port of Sulina must hoist their colors ; the authorities of the port will not permit any vessel to pass without doing so.

ART. 11. The captain of the port will regulate as follows the movement of vessels on bogas days, days on which vessels can pass the bar :

1. No vessel can weigh anchor or leave its moorings before signal of departure has been given, which signal will be the hoisting of a ball on a vertical poll on the light-house.

2. Vessels must pass out one after the other in turn. Guard boat No. 1 will regulate this movement, and stop any vessel which cannot produce the receipt of the harbor master for the port dues.

3. The chief pilot will be on the bar to direct the passage of ships over it, and to prevent all confusion and collisions between them.

ART. 12. Small coasting vessels, as well as lighters, shall be submitted to the strict surveillance of the captain of the port ; they shall be forbidden to move about the harbor during the night—that is to say, between evening and morning gun-fire. Boats belonging either to the port or to merchant vessels must not move about at night without having on board a lighted lantern.

ART. 13. It is not allowed to burn tar or pitch on board vessels inside the port, or, in short, to do anything which may incur the risk of fire.

ART. 14. All fires must be put out after the evening gun has been fired by the Turkish man-of-war on the station. Captains will take care that no other lights but glass lamps or lanterns are used on board.

ART. 15. In case of a fire breaking out on board of any ship, the captains of all vessels at anchor must send part of their crew to give her every possible assistance. Sailors not told off for this purpose must remain on board their respective vessels.

ART. 16. Vessels can only be hove down in a post of the port allotted for this purpose. The captain of the port will moreover take care that navigation shall in nowise be hindered thereby.

ART. 17. Sailors must return on board their vessels immediately after evening gun-fire.

ART. 18. In conformity with article 14 of the provisional instructions dated 28th February, 1857, and transmitted by the European Commission to the captain of the port, he shall decide summarily all differences between captains and their crews, taking the assistance of two captains of the same nation as the two disputing parties, or, in their absence, of two other captains. He shall not, however, exercise this part of his functions unless one of the parties interested shall have solicited his intervention, and no other competent authority shall be present on the spot.

ART. 19. Any infraction of articles 7, 8, 10, 12, and 14 shall be punished by a fine of from 1 to 5 ducats, which, in case of resistance, shall be doubled. Infractions of articles 2, 3, 11, and 13 shall be punished by a fine of from 15 to 25 ducats, which, in case of resistance, shall also be doubled. Should the captain of any vessel refuse to pay the fine incurred, the harbor master will detain the ship, and report forthwith to the competent authority, in order that the payment thereof may be enforced.

ART. 20. The captain of the port shall fix the amount of the fines which may be incurred by persons infringing the present regulations. In case of appeal against the decisions of the captain of the port, the total amount of the fine shall be deposited, until such time as the case shall be decided, in the hands of the authorities to whom the offender is amenable.

ART. 21. Masters and captains of vessels shall be personally responsible for offences committed by their crews.

ART. 22. In all cases in which the interference of the captain of the port and that of the agents placed under his command may be insufficient he may have recourse to the men-of-war on the station, who will lend him their aid within the limits of their instructions.

ART. 23. The present regulations shall be put in force as soon as they shall have been published at the harbor master's office at Sulina and at the ports of Galatz and Ibraila. The text shall be communicated, with English, Italian, German, and Greek translations, to the consular authorities at Constantinople, Galatz, Ibraila, and Toultscha, as well as to the local authorities of these three latter towns, to the authorities at Ismail and Reni, and to the commandants of the men-of-war appointed by the 19th article of the treaty of Paris, to insure the execution of the regulations for the navigation of the Danube.

OMER FEVZI,

For the European Commission of the Danube.

S M Y R N A .

JANUARY 22, 1857.

The exceptional character of this country makes it impossible to conform with the requisition of the general instructions to consuls within the time allowed for that purpose, there being no statistics, nor any kind of commercial information published in this city which can be relied upon, as well as for the difficulty that exists in obtaining authentic information.

These difficulties can only be overcome by perseverance, time, and the assistance of a competent person exclusively employed in collecting the necessary information, and then also the statistics required can only be made out up to the end of the year, unless an additional number of persons should be employed exclusively for that purpose.

BEIRUT.

DECEMBER 31, 1856.

In transmitting my quarterly report, I have the honor to inform the department that no American vessels arrived at this port and no fees were received at this consulate the last quarter. Nothing new, of any importance, commercial or otherwise, has occurred in Syria and Palestine during the same period, unless it be that a branch of the "Ottoman Bank" has been established in this city by an English company, which promises great utility both to foreigners and natives. It is the first institution of the kind ever established, or apparently ever conceived, in this part of the Old World, and promises to be altogether successful.

The natives are hardly able to conceive its mysterious nature and working; but, besides their being relieved from the most oppressive usury, from 15 to 25 and even 30 per cent., instead of which they pay the bank 9 or 10, they learn the hard lessons of integrity and punctuality.

Beirut is becoming an important city in the East, having now a very large commerce, which is rapidly increasing. It is the most enterprising and flourishing city between Smyrna and Alexandria, and contains about 50,000 inhabitants. It is the only port, except Smyrna, at which American vessels arrive; and should the duty on coarse wool be removed, it cannot be doubted that an active and profitable commerce would at once spring up between this part of the Turkish empire and the United States. Especially would this be the case if the great Euphrates Valley Railroad should be constructed, as projected by an English company, which would open all the vast region through which pass the Euphrates and the Tigris.

Some are sanguine of its accomplishment, while others are in doubt. At any rate, the antagonism between the two great enterprises of the railroad and the Suez canal is likely to postpone the execution of each. The prices of all kinds of produce are very high in this country, notwithstanding the close of the war. The expense of living is nearly double what it had previously been.

APRIL 4, 1857.

Believing it to be an important duty which consuls owe to their country to collect the agricultural, commercial, and industrial statistics of the countries in which they reside, and indicate any new channels of trade and fields of enterprise which may be opened, I have the honor to communicate a paper containing whatever information and statistics I have been able to collect, relating to the productions and commerce of northern Syria; in doing which I have been partially aided by J. de Pecchiotto, esq., United States consular agent at Aleppo, and W. Ferkine, esq., the Dutch consul for Syria, whose former residence in Bagdad gave him great facilities to aid me in my inquiries. At the same time I may be permitted to remark that in the utter absence of statistical tables prepared by the Turkish government, and of annual and other reports on the industry and commerce of Syria as well as other parts of the Turkish empire, it is extremely difficult obtaining reliable information on these subjects. What is herewith communicated I am confident is a close approximation to the truth.

I beg leave also to state that I have taken measures to obtain the statistics of the commerce, the productions, and the industry of the province of Katanaria, adjacent to northern Syria, and of which Mersine is the port; they have not, as yet, reached me, owing to the great labor of collecting them, but will be communicated to the department when obtained. This province, the ancient Celicia, is rich in its soil, sustains a large population, and, besides other articles, furnishes large quantities of coarse wool. Vessels visiting Alexandretta, or the new port at the terminus of the projected Euphrates Valley Railroad, could easily call at Mersine, which is only one or two days' sail distant.

The collecting of the statistics and information herewith communicated was suggested by the projected "Euphrates Valley Railroad," undertaken by an English company, with the sanction of the Porte, of which it is designed to make Suadeia, the ancient Seleucia, the western terminus, or some new harbor to be yet constructed in this vicinity. Passing Antioch and Aleppo, it will proceed to the river Euphrates, and sooner or later, as it is hoped, to Bagdad and Balsora, at the head of the Persian Gulf. Should this grand enterprise be carried out only to the Euphrates, a new field for commercial enterprise will be opened of vast dimensions, embracing northern Syria, all of ancient Mesopotamia, and parts of Persia and Arabia, whose products, agricultural and industrial, will easily become accessible to American energy and adventure by the already commenced railroad.

Coarse wool is produced in vast quantities throughout these countries, which alone may be sufficient to lay the foundation of a prosperous trade.

The agricultural and industrial products and commerce of northern Syria.

The agricultural products of the country of which Aleppo is the centre and mart, as well as of the valley of the Euphrates generally, are principally the following: Grain, including wheat, barley, and sesame; cotton, coarse wool, nutgalls, madder, wax, olives, and olive oil; silk, shalloon, scammony, and pistachio nuts; all of which are exported in greater or less quantities to Europe.

Naturally the prices of all these articles vary from year to year, according to the amount of production and the extent of the demand; as, for example, nutgalls the last year were worth about \$75 per 750 lbs., while the present year the same quantity brings \$25 more. Cotton, of which a very considerable quantity is produced around Aleppo, is worth \$60 per 375 lbs., or 16 cents per lb. the present year. Unwashed wool the last year was sold for 11 cents per lb.; the present year's price is not known, as sheep shearing does not occur in this country till the month of May.

The list given above contains the principal articles of exportation to the different countries of Europe.

The leading articles *imported* into northern Syria are the different manufactures of England, especially Manchester goods, besides colonial products, such as indigo, sugar, coffee, cochineal, dye stuffs, &c. Steel, iron, tin and zinc are also imported from England in large quantities. Besides her colonial products, France furnishes cloth fabrics adapted to the wants and tastes of the country. Switzerland sends, *via* France, a certain kind of veils and handkerchiefs called *jasma*, which, at present, make an important branch of the commerce of Aleppo. Germany furnishes, *via* Trieste, different kinds of cloth, particularly that used in the manufacture of red

caps, or the Turkish tarboosh. American manufactures, according to the statement of Mr. Pecchiotto, the United States consular agent for Aleppo, who is sustained by the testimony of others, are of much better quality than the English, and consequently demand a higher price, for which reason they cannot compete with those of Manchester—the people of the country, either through ignorance or poverty, or both united, looking only to cheapness, regardless of quality. Mr. Pecchiotto himself once attempted to introduce American goods, but without success, and for the above reason only. This error will be corrected with the progress of intelligence, and American manufactures crowd out inferior goods.

Many articles are manufactured in Aleppo and northern Syria and sent to Europe which Mr. Pecchiotto does not enumerate, for the reason, as he states, that they have only Arabic names, which would not be understood by English traders.

The following estimates of the exportations to England, France, and other countries, from the port of Alexandretta, or Skanderoon, were made by the different consuls and leading merchants in Alexandretta and Aleppo, and, though they do not claim to be exact, they are believed to be close approximations to the truth :

960,000 bushels of wheat, at \$1 25 per bushel.....	\$1,200,000
400,000 bushels of barley, at 78 cents per bushel.....	312,000
200,000 bushels of millet, at 78 cents per bushel.....	156,000
5,000 tons of sesame, at \$60 per ton.....	300,000
750 tons of nutgalls, at \$350 per ton.....	262,500
1,000 tons of cotton, at \$150 per ton.....	150,000
2,000 tons of wool, at \$200 per ton.....	400,000
Flour to the amount of.....	750,000
Scammony, gums, dye woods, madder, &c.....	500,000
Add for the coastwise trade.....	1,168,750
	<hr/>
	5,199,250
	<hr/>

Many important articles are not included in the above estimates, such as cocoons, olive oil, and silk, which are exported in considerable quantities.

The articles imported from *England only*, with their quantities, through Alexandretta, are as follows :

20,480 bales of manufactured goods, at \$100 per bale.....	\$2,048,000
878 barrels of sugar, at \$25 per barrel.....	21,950
535 sacks of coffee, at \$22 50 per sack.....	12,015
325 sacks of pepper and spices, at \$17 50 per sack.....	5,670
97 cases of cochineal, at \$150 per case.....	14,550
48 cases of indigo, at \$500 per case.....	24,000
1,231 barrels of dry salt fish, at \$15 per barrel.....	18,467
5,252 boxes of various articles, at \$15 per box.....	781,780
	<hr/>
Total	2,926,432
	<hr/>

The total exports from Alexandretta may be safely estimated at \$5,500,000, while an intelligent gentleman maintains that the imports from England make only one-third of the entire importations; thus raising the sum total of importations to \$6,500,000, and the imports and exports to \$12,500,000. When the Euphrates Valley Railroad shall be completed, and not only

the expense of transportation be greatly reduced, and agriculture and industry of every kind be stimulated and protected, but an immense region, embracing northern Syria, Persia, Mesopotamia, and a part of Arabia, be fully laid open to commerce, it may reasonably be expected that the amount of exports and imports will be immensely and immediately increased, perhaps to double the present amount. Strange would it be if the United States should have no share in the enterprise in this direction.

In Syria, as in all other parts of the Turkish empire, the difficulties of transportation, and the consequent high charges fetter and restrict commerce, at the same time they forbid the proper development of agriculture and all kinds of industry. By land the roads—if roads they may be called, which for the most part are only difficult, tortuous, and ever changing bridle paths—are often impassable by reason of the rains and the sliding of the soil and stones, which block up the way, while by water the falls to bars and the currents of the rivers render navigation either entirely impracticable or nearly so. In *descending* the Euphrates, from opposite Aleppo to Bagdad, a ton of merchandise, either by measure or weight, pays \$50, while in *ascending* \$15 are paid. By caravan, a ton's weight costs \$7 50 per 100 miles by camels, and \$10 by mules. An instance is given where a certain quantity of wheat, purchased two or three days' travel from Aleppo, cost only *twenty-eighty cents* per bushel, while the cost of transportation was *forty-five cents* per bushel! It is often the case that the cost of transporting grain, for two days only, on mules and donkeys, exceeds the price paid for it.

The following table containing, estimates of the population and commerce of the principal towns and cities on the line of the Euphrates Valley Railroad, or situated at such distances as to secure to them its advantages, was prepared by an intelligent merchant of Bagdad, and will be examined with interest by those who know the past, or wish to know the present of that portion of the old world.

Cities.	Population.	Tons of merchandize imported.	Tons of merchandize exported.
Antioch.....	27,000	15,000	8,000
Darah.....	2,000	14,000	14,000
Aleppo.....	85,000	34,000	20,000
Gabbul.....	1,500		
Orfah.....	15,000	20,000	18,000
Dair.....	7,000	15,000	12,000
Arak.....	2,000	500	
Hit.....	3,000	300	7,000
Kathenair.....	8,000	8,000	
Bagdad.....	87,000	15,000	7,000
Hillah (Babylon).....	4,000	1,500	400
Kerbelah.....	7,000	1,800	
Meched Ali.....	12,000	1,800	
Keffil.....	3,000	200	
Semarvat.....	12,000		
Suk-i Clukh.....	8,000	3,000	2,000
Zobair.....	7,000	1,000	700
Bassora.....	12,000	25,000	18,000
El Koueit.....	9,000	25,000	18,000
	311,500	181,100	125,100

The cultivation of the mulberry is already extensive in northern Syria as well as in the south, and is rapidly increasing from year to year; the present prices making it one of the most remunerative branches of agriculture. The price of cocoons and raw silk has doubled and near trebled within six or seven years, and is still on the rise. The old methods of reeling are fast disappearing, instead of which *filiales* are being established throughout the country by the French, German, and English, while cocoons and raw silk are both sent to France in large quantities. The want of good rural laws, the robberies which often occur, and almost always go unpunished, the destruction of the trees in revenge or jealousy, and the barbarism of cutting them down for fuel to save the labor of going further in search of it, prevent the more rapid development of this department of agriculture, for which the whole country is admirably adapted, both in soil and climate. The quantity of raw silk which passed inspection in the province of Blooza, in Asia Minor, a few years since, amounted to two millions and fifty-two thousand pounds, exclusive of what was kept by the producers for their own domestic uses.

Nothing has been said of the large and busy cities of Damascus, Diarbeker, Antioch, and Mosul, which lie at different distances from the line of the railroad, but are sure to feel its influence and contribute to its traffic. Quite certain it seems, that with the completion of this gigantic construction, reaching from the Mediterranean to the Persian Gulf, a new era will commence in this oldest part of the old world, where its treasures augmented by intelligence, and every yard protected by laws, whether they be the pearls of the ocean, the gems and diamonds of the rivers, the products of the soil, or the rich and gorgeous manufactures of Oriental skill and fancy, will be easily reached by American enterprize, and seek to be exchanged for American fabrics.

CANEA.

APRIL 30, 1857.

I have the honor to forward to you my report upon the commerce of this island for the year 1856, which has been delayed from causes already explained to you.

By this report it will be perceived that the total exports from this island, in 1856, amounted to \$1,938,851 88, showing an increase over that of 1855 of \$208,335 72. This increase originated from the large stock of oil, &c., which remained over from the previous year; the increased export of raw silk, corobes, &c., &c.; also the reopening of the ports upon the Black Sea for the introduction of soap, &c. In consequence of the previous influence of the drought, which prevailed throughout this island during the latter part of the last summer, not a single vessel, this spring, has loaded with olive oil at this port, whereas, in the spring of 1856 many entire cargoes were shipped at this place, direct for England, France, Austria, &c.

In consequence of the rapid increase of the population of this island, and the natural increased demand for merchandise, the value of the importation in 1856 was \$2,026,002 56, showing an increase over the value of the importation of the previous year, \$328,316 96.

The total number of arrivals of vessels in 1856 was 1,152, showing an increase over that of 1855 of 103 vessels, 9,684 tons.

The value of the exports for the year 1853 was \$1,972,713; 1854, was \$1,097,669; 1855, was \$1,730,516 16.

The value of the imports for the year 1853 was \$1,002,212; 1854, was \$1,070,971; 1855, was \$1,697,685.

The total number of arrivals of vessels for the year 1853, was 1,173 ; 1854, was 830 ; 1855, was 1,019 ; and the total number of departures of vessels for the year 1853, was 1,166 ; 1854, was 801 ; 1855, was 1,009.

Among the arrivals at this port during the last year was the American barque "Volunteer," which vessel landed American merchandise of the value of \$2,088, and received on board, bound for Boston, soap and oil of the value of \$13,979 70, both of which articles are found to be well adapted to the American market, particularly the former, which, from being manufactured from pure soda ash, instead, as previously, of crude Egyptian natron, especially adapts it to the use of the woolen and other manufactures in the United States. The manufacture of this soda ash soap within the past three years at this island has been permanently established by myself, and, to facilitate the business, during the year 1855 I imported from Liverpool direct three entire cargoes, or over 1,300 casks ; but in consequence of the failure of the olive crop during the summer of 1856, which rendered the supply of oil for the use of the manufacturers comparatively limited in quantity and high in price, the importation of this soda ash, or alkali, was very much less in quantity than the preceding year. Had the olive crop been fair as usual, and the prices of oil and soap in conformity, I presume that the Volunteer the past winter would again have loaded at this port for Boston with the above staple articles.

Large quantities of American cotton manufactures, rum, furniture, &c., find their way to the ports of this island, purchased generally by the merchants of this place, who visit Smyrna, Constantinople, &c. During the past year the importations on my own account of American merchandise, *via* Smyrna, has amounted to nearly \$6,000, consisting of blue drillings and other cotton manufactures, rum, naval stores, &c. Of late, as already I informed you, I have received an experimental lot of American caught dried codfish, which appears to be well adapted to compete with the imported French codfish, of which, as per my report to your department of March last, there is annually imported into this port alone of the value of \$50,820. Several of the leading merchants of this island are having their sons taught the American language, with the view to their visiting the United States to purchase manufactured cottons and other merchandise.

Among the products of this island especially adapted to the American market is raw silk, the production of which throughout the island is very rapidly increasing. Of this article in the spring of 1853 I shipped to Boston, per barque Abagun, a considerable quantity, which paid a very fair profit, and my agents in the rural districts at present are making purchases for shipment to the United States. This raw silk ultimately will be a very extensive, important, and staple article of export from this island.

The coarse wool of this place, together with the very large quantity which is imported into this port from the coast of Barbary, is adapted to the American market, between 30 and 40 bales of which I exported per barque Abagun, as above mentioned, and, as I presume that the present 30 per cent. duty upon coarse wool will shortly be reduced, of course I expect that its exportation for the American market will be renewed and permanently continue.

This island is admirably adapted for the production of large quantities of the finest quality of wool, the sheep producing which, at all seasons, in the fields and long mountain slopes, would find subsistence in the never failing and rich herbage, &c. In a personal interview a few days since with the Pasha at this consulate I recommended the importation of merino sheep into this place from the south of Spain, with the view of stocking the island. The suggestion met his views; and I have since been informed without doubt will without delay be acted upon.

The culture of flaxseed, black and red raisins, almonds, &c., adapted to the American market, is rapidly increasing.

Last year (1856) a quantity of carobes were shipped to England from the port of Retimo, and, as I am informed, paid a profit. The quantity produced last season was comparatively small, say about 3,500 Turkish kintals, or 43,700 pounds. These carobes are a species of dry and hard tamarind, which, when ground or broken up, is a very palatable and nutritious food for cattle, horses, &c.

By referring to the report of the exports from this port for 1856, which in March last I had the honor to forward to your department, the general productions of this island are particularly detailed.

About a year since the Turkish government established at this place the value of the British sovereign at 110 piastres, or \$4 40, and the Turkish gold pound at 100 piastres, or \$4, at which rates they were received at the custom-house at this place in payment of duties, &c.; but, as these rates are below their actual value for remittances to England in lieu of bills of exchange, they pass current among the merchants and others at 114 and 104 piastres, say \$4 50 and \$4 16 each.

As I have frequently informed your department, the Turkish government is expending very large sums for the improvement of this island, and for many months past have been employing very skillful English and American engineers to lay out new roads in every section of the island, &c.; the government is also conciliating the Greek rajah population by donations to their churches.

Report of the arrivals and departures of vessels, with the value of their cargoes, at the port of Retimo, Island of Candia, in the year 1856.

ARRIVALS.				DEPARTURES.			
Flag.	Vessels.	Tons.	Value of cargoes.	Flag.	Vessels.	Tons.	Value of cargoes.
Greek	112	5,156	\$200,999 00	Greek	107	4,975	\$215,107 00
Turkish	54	1,178	96,909 00	Turkish	51	1,112	102,528 00
British	2	395	-----	British	2	395	-----
French	2	174	-----	French	2	174	37,467 36
Austrian	1	124	-----	Austrian	1	124	1,040 00
Neapolitan	4	464	-----	Neapolitan	4	464	35,463 36
Wallachian	1	65	1,960 00	Wallachian	1	65	1,200 00
Samiotte	2	55	1,024 00	Samiotte	2	55	-----
Sardinian	7	899	-----	Sardinian	7	899	26,440 00
Ionian	2	100	3,200 00	Ionian	1	75	-----
Total	187	8,610	304,092 00	Total	178	8,333	419,245 72

Recapitulation of the commerce of the Island of Candia for the year 1856.

ARRIVED.					DEPARTED.				
Ports.	Vessels.	Tons.	Men.	Value of cargoes.	Ports.	Vessels.	Tons.	Men.	Value of cargoes.
Canea	647	32,079	4,747	\$1,093,190 56	Canea.....	667	32,531	4,860	\$675,630 80
Retimo	187	8,610	-----	304,092 00	Retimo.....	178	8,338	-----	419,245 72
Candia	288	16,496	1,629	628,720 00	Candia.....	286	16,086	1,567	843,975 36
Total.....	1,122	57,185	-----	2,026,002 56	Total.....	1,131	56,955	-----	1,938,851 88
For 1855	1,019	47,501	-----	1,697,685 60	For 1855	1,009	44,438	-----	1,730,516 16
Increase	103	9,684	-----	328,316 96	Increase.....	122	12,517	-----	208,335 72

C A N D I A.

Report of the arrivals and departures of vessels, with the value of their cargoes, at the port of Candia, Island of Candia, for the year 1856.

Flag.	ARRIVALS.				DEPARTURES.			
	Vessels.	Tonnage.	Men.	Value of cargoes.	Vessels.	Tonnage.	Men.	Value of cargoes.
Turkish	186	9,450	869	\$324,800 00	179	8,660	820	\$420,000 00
British	4	567	23	18,560 00	4	567	23	62,055 36
Ionian	11	518	84	6,960 00	8	280	44	7,424 00
Greek.....	76	4,850	563	278,400 00	85	5,500	595	324,800 00
Pontifical States.....	3	216	19	-----	2	184	14	4,640 00
Sardinian.....	7	845	62	-----	7	845	62	23,200 00
Neapolitan	1	50	9	-----	1	50	9	1,856 00
Total	288	16,496	1,629	628,720 00	286	16,086	1,567	843,975 36

Report of the arrivals and departures of vessels, with the value of their cargoes, at the port of Canea, Island of Candia, for the year 1856.

Flag.	ARRIVALS.				DEPARTURES.			
	Vessels.	Tonnage.	Men.	Value of cargoes.	Vessels.	Tonnage.	Men.	Value of cargoes.
American -----	1	288	10	\$2,088 00	1	288	10	\$13,979 70
British -----	7	1,317	103	8,565 44	7	1,317	103	16,936 00
Ionian -----	141	3,752	1,007	122,032 00	145	3,836	1,014	114,292 44
Turkish -----	309	16,425	2,337	703,003 58	322	16,700	2,456	292,957 06
French -----	18	2,484	185	11,298 54	18	2,884	185	31,320 00
Austrian -----	5	753	42	14,384 00	5	753	42	19,441 60
Sardinian -----	9	1,134	71	3,944 00	9	1,134	71	15,613 60
Greek -----	138	4,597	830	185,420 00	141	4,690	817	116,060 00
Neapolitan -----	14	968	128	28,072 00	14	968	128	35,542 40
Tuscan -----	2	194	14	10,672 00	2	194	14	13,920 00
Samiote -----	3	167	20	3,712 00	3	167	20	5,568 00
Total -----	647	32,079	4,747	1,093,191 56	667	32,931	4,860	675,630 80

Report of imports into the port of Canea,

MERCHANDISE.	GREAT BRITAIN AND COLONIES.		FRANCE.		AUSTRIA.		TURKEY, BARBARY, AND EGYPT.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Alum.....	40	2,376			90	5,346		
Butter.....							2,380	2,073,456
Salted codfish*.....			6,400	1,197,900				
Coffee.....					61	32,476		
Mineral coal.....	10,458	174,757					10,800	178,200
Charcoal.....							25,500	420,750
Paper.....			1,450	36,300	1,400	37,400		
Hides and leather.....							6,020	193,600
Hardware.....	28	70,180						
Tiles and bricks.....	2,000	616	121,000	48,400				
Drugs.....			20	24,200	33	36,300		
Iron.....		12,100		12,100	240	27,140		
Honey candy.....							11,000	60,500
Wool.....							19,000	72,600
Wood for building.....					54,902	184,800	44,000	363,000
Wood for fuel.....							6,650	183,920
Furniture.....	14	12,100	18	24,200				
Natron.....							10,500	544,500
Herrings and other pickled fish.....	230	29,040					250	67,760
Rice, in sacks and baskets.....					†133	25,748	†8,730	1,282,600
Rum.....					261	137,808	220	78,650
Empty sacks.....	4,000	36,300					19,000	205,700
Soda ash.....	2,430	256,520					900	21,780
Sugar.....	40	36,300			27	24,502		
Earthenware, crates and pieces.....	15	10,846	‡16,500	193,600			2,000	24,200
Tobacco.....							119,500	968,000
Glass.....	11	13,750	51	36,300	60	9,460		
Wheat.....	1,000	48,400					412,000	5,111,000
Barley.....							57,400	1,497,870
Beans, peas, &c.....							14,520	612,260
Rope, of all kinds.....					209	32,186		
Flour, in barrels and sacks.....			||60	24,200	||152	58,520	†4,500	1,064,800
Cotton yarn.....					9,000	544,500		
Unbleached cottons.....					4,000	198,000		
Woollen cloths.....					3,840	211,200		
Miscellaneous manufactures.....		36,300		121,000		231,000		2,420,000
		739,585		1,718,200		1,796,416		17,445,186

* Some mistake in the figures.

† Sacks.

Island of Candia, for the year 1856.

GREECE.		IONIAN ISLANDS.		SICILY.		TOTAL.			
						QUANTITY.		VALUE.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Turkish weights and measures.	American weights and measures.	Piasters	Dollars.
.....	.....	.....	.....	.....	.....	130 kintals ...	16,193 pounds...	7,722	308 88
.....	.....	.....	.....	.....	.....	107,100 okes....	303,311 ..do.....	2,073,456	82,938 24
480	72,600	.....	.....	.....	.....	680 kintals ...	857,312...do.....	1,270,500	50,820 00
570	299,838	5	2,662	.....	.....	638...do.....	79,252...do.....	334,976	13,599 04
.....	.....	.....	.....	.....	.....	21,258...do.....	11,825 tons.....	352,957	14,118 26
.....	.....	.....	.....	.....	.....	25,500...do.....	14,130...do	420,750	16,830 00
1,200	32,154	.....	.....	.....	.....	4,050 packages .	4,050 packages .	105,754	4,230 16
6,405	1,246,300	.....	.....	.....	.....	12,425 pieces....	12,425 pieces...	1,439,900	57,596 00
||	14,520	.....	.....	.....	.....	34...do.....	34...do.....	84,700	3,338 00
.....	.....	14,000	3,630	.....	.....	137,000.....	137,000.....	52,646	2,105 84
.....	.....	.....	.....	.....	.....	53 packages .	53 packages .	60,500	2,420 00
120	14,500	.....	.....	.....	.....	Kin als.....	cwts	65,870	2,634 80
.....	.....	.....	.....	.....	.....	11,000 okes....	31,152 pounds...	60,500	2,420 00
.....	.....	.....	.....	.....	.....	19,000...do.....	53,808...do.....	72,600	2,904 00
.....	.....	.....	.....	.....	.....	98,902 pieces....	98,902 pieces...	547,800	21,912 00
1,850	33,880	.....	.....	.....	.....	8,500 kintals ...	1,059,141 pounds...	217,800	8,712 00
.....	.....	.....	.....	.....	.....	32 pieces....	32 pieces....	36,300	1,452 00
.....	.....	.....	.....	.....	.....	10,500 kintals ...	1,308,350 pounds...	544,500	21,780 00
680	96,800	.....	.....	1,500	229,900	2,660 barrels..	2,660 barrels ..	423,500	16,940 00
1600	84,700	.....	.....	.....	.....	Sacks and baskets ..	Sacks and baskets ..	1,393,048	55,721 92
32	6,050	.....	.....	.....	.....	513 casks.....	513 casks.....	222,508	8,900 32
18,500	193,600	.....	.....	.....	.....	41,500.....	41,500.....	435,600	17,424 00
546	50,193	.....	.....	.....	.....	3,876 kintals ...	482,968 pounds...	328,493	13,139 72
655	484,000	.....	.....	.....	.....	722 casks.....	722 casks....	544,802	21,792 08
2,000	24,200	1,000	12,100	6,000	72,600	15 crates; 27,500 pes.	15 crates; 27,500 pes.	337,546	13,501 84
27,000	217,800	.....	.....	.....	.....	146,500 okes....	414,892 pounds...	1,185,800	47,432 00
.....	.....	.....	.....	.....	.....	122 cases.....	122 cases.....	59,510	2,380 40
18,000	871,200	400	19,360	.....	.....	431,400 kilos	431,400 bushels...	6,050,000	242,000 00
5,200	127,050	.....	.....	.....	.....	62,600...do.....	62,600...do.....	1,624,920	64,596 00
550	21,780	300	7,260	.....	.....	15,370...do.....	15,370...do.....	641,300	25,652 00
.....	.....	.....	.....	.....	.....	209 coils.....	209 coils.....	32,186	1,287 44
.....	.....	.....	.....	.....	.....	212 bbls., 4,500 sacks	212 bbls., 4,500 sacks	1,147,520	45,900 80
8,000	484,000	.....	.....	.....	.....	17,000 bundles...	17,000 bundles...	1,028,500	41,140 00
6,000	297,000	.....	.....	.....	.....	10,000 pieces....	10,000 pieces....	495,000	19,800 00
1,500	82,500	.....	.....	.....	.....	5,340 pikes....	4,005 yards...	293,700	11,748 00
.....	484,000	.....	24,200	.....	20,100	.....	.....	3,336,600	133,464 00
.....	5,238,565	.....	69,212	.....	322,600	.....	.....	27,329,764	1,093,139 76

‡ Baskets.

§ Pieces.

|| Barrels.

Report of exports from the port of Canea, island of Candia, for the year 1856.

MERCHANDISE.	UNITED STATES.		FRANCE.		AUSTRIA.		TURKEY, EGYPT, AND BARBARY.		GREECE.		IONIAN ISLANDS AND MALTA.	TOTAL.		VALUE.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	American weights and measures.	Turkish weights and measures.	Piastres.	Dollars.
Olive oil.....	1,730	96,601	.....	Piastres. 73,810	.....	Piastres. 57,9,040	10,538	.....	.....	Piastres. 341,000	.....	.....	19,600 mistach ..	1,090,451	43,618 04
Soap.....	1,322	232,891	.....	.....	.....	12,885,040	67,816	.....	.....	.....	.....	.....	73,554 kintals ..	13,976,971	559,078 84
Linseed	500	.....	.....	.....	.....	.....	600 bushels...	21,000	840 00
Sheepskins.....	6,550 number...	17,375	695 00
Valonia.....	1,084 kintals ..	75,880	3,035 20
Shelled almonds.....	6,000	.....	.....	.....	.....	.....	9,100 okes	81,900	3,276 00
Raw silk.....	400	.....	.....	.....	.....	.....	2,830 ..do.....	792,653	31,706 12
Silk cocoons.....	1,350 ..do.....	67,500	2,700 00
Beeswax.....	1,000	.....	.....	.....	.....	.....	1,000 ..do.....	25,000	1,000 00
Cheese	12,570	.....	.....	.....	.....	.....	21,920 ..do.....	153,440	6,137 60
Oranges and lemons.....	3,061,000	.....	.....	.....	.....	.....	4,896,000 number...	391,680	15,667 20
Chestnuts.....	25,400	.....	.....	.....	.....	.....	61,800 okes.....	61,800	2,472 00
Honey.....	3,000	.....	.....	.....	.....	.....	3,000 ..do.....	18,000	730 00
Wool.....	1,000	.....	.....	.....	.....	.....	14,640 ..do.....	117,120	4,684 80
Total.....	349,492	.....	.....	.....	14,165,250	.....	.....	.....	751,830	.....	.....	.....	16,890,770	675,630 80

GREECE.

ATHENS.

MARCH 12, 1857.

Day before yesterday I received from the Greek government a communication, informing me that the government of the King, desiring to facilitate as much as possible navigation and commerce, has decided to abolish the 5th article of the sanitary regulations, as also the royal ordinance of August 1, (13,) 1853, relative to the quarantine of vessels under a foreign flag.

The 5th article, as above mentioned, is as follows :

“Merchant vessels, under a foreign flag, coming from a place not healthy, will, in Greece, be subject to the maximum of quarantine, if their bill of health has not been viséd by the Greek consular authorities.”

The royal ordinance of August 1, (13,) 1853, is of the same import.

By the abolition of these, the Greek consular visé of bills of health for vessels coming from any port in the Ottoman empire is no longer required, but simply a bill of health or certificate from the sanitary authorities of the place from which they come.

The new regulation is considered as applying not only to vessels coming from any port in the Ottoman empire, but from any other port.

IONIAN REPUBLIC.

ZANTE.

DECEMBER 3, 1856.

Exports.—15,000,000 of pounds of currants have already been exported from Zante and Cephalonia, for England, Austria, and a small quantity for America. What still remains unsold here is calculated about 1,000,000 lbs. The growers have reason to be satisfied with the result of so large a crop of fine and sound fruit after four discouraging years of blight and disease ; and all this is owing to the wonderful result of sulphur application.

Prices fluctuate from \$78 to \$80, according to quality, with an upward tendency. Total produce of Zante and Cephalonia about 18,000,000 pounds.

No olive oil exported during this quarter, on account of high prices. It is now quoted \$14 per barrel. Stock at Zante about 8,000 barrels. It is believed that prices will still go higher on account of the failure of the last crop.

The high prices of oil (with which soap is manufactured) leave no margin for speculation ; consequently very little soap exported for the Levant. Prices fluctuate from 18½ to 19 cents per oke, with an upward tendency.

Imports.—Hard Taganrok wheat, \$2 20 per kilo ; Alexandria, \$1 45 per kilo, with a downward tendency. Zante only consumes about 230,000 kilos per annum, exclusive of what the island produces.

Indian corn, from 90 to 96 cents per kilo, according to quality, with a downward tendency.

About 600 tons of Labrador codfish have been imported and sold here (at Zante) during the quarter. The article is in great demand, and prices firm at \$44 and \$48 per 1,000 lbs., with an upward tendency. Newfoundland qualities always preferable here, and at a steady demand. No arrivals of this quality have yet made their appearance here (Zante). I therefore presume that codfish is always imported here in British vessels. The article is sold here either with

period of 4 to 6 months, or per cash with a discount of 3 per cent. per annum, besides the 3 per cent. "*del credere*."

Coffee quoted at present $13\frac{1}{2}$ cents per lb. This is imported from Rio through Trieste.

Sugar quoted $11\frac{1}{2}$ cents per lb., imported from Holland. I have several times stated that in order to augment the commercial intercourse between these and the United States, a commercial treaty should be stipulated; but unfortunately no care has ever been given to this. I again take the liberty to recommend this to your consideration as a matter of the utmost importance, if the extension of the American trade in these islands is at all looked at. Without the first, American goods will be always subject to pay higher duty; and without the latter, it will be difficult for me to assist and protect the interests of the American citizens.

Freights as stated in my previous statement of the 10th of October last.

Statement of the Commerce of Greece.

SEPTEMBER 19, 1857.

Greece contains within its narrow boundaries the seed of wealth and prosperity, as well as of national aggrandizement. Its beautiful climate; its excellent situation between the East and the West; the commodious bays and harbors which surround it on three sides; the variety of its products; the industry, enterprise and nautical skill of its inhabitants; its numerous and wealthy commercial houses in the principal commercial cities of the world—these and similar advantages contribute to raise that small kingdom to a much higher degree of importance than its limited extent of territory would seem to justify.

Great, however, as its present may be, its prospects for the future are still more flattering, especially when the opening of the Isthmus of Suez shall bring to its shores the commerce of India, China, and the southwest portions of Africa.

Products.—Greece yields abundantly a great variety of productions, and when its inland facilities for cultivation and transportation are increased, its surplus of products will be considerable. At present the natural productions and exports are cereals, currants, olives, olive oil, wine, madder, valonia, kermes, gallnuts, silk, wool, dry figs, Turkish tobacco, oranges, lemons, wax, honey, cheese, butter, licorice, tragacanth, rosins, tar, naptha, timber, medicinal herbs, tanners' bark, sesame, linseed, cotton, almonds, &c.

Manufactories.—These are still in their infancy in Greece, owing to a want of capital and a spirit of association. The most promising for the present are silk-spinning machines, tanneries, the manufacture of licorice, soap, soda, potash, skull caps, and pottery. Little cotton and silk is manufactured in Greece; of the former there are only a few hand-looms for private use, and of the latter handkerchiefs and mosquito-netting are manufactured. These are, however, in daily progress, and a great silk factory has been lately established in Athens, under the European style. Ship-building is extensively carried on in many parts of Greece—of this hereafter.

The following statistics relative to the commercial capabilities of Greece are derived from a recent British official publication on the commerce of that kingdom, for 1856.

For the first time in four years the currant crop was sound, and produced 60,000,000 Venetian lbs., of the value of £1,000,000 sterling, which, besides enriching the proprietors of the land and the merchant, must have directly benefitted the 200,000 inhabitants who occupy the currant district. About 120,000 stremas, or 40,000 acres, is employed in Greece in this cultivation.

I am informed, on reliable authority, that there is reason to anticipate that the crop of the present year, 1857, will far surpass that of last year.

The grain produce, which, for the average of the last three years, was 7,649,880 kilos, or 937,488 quarters, was satisfactory ; and it may here be stated that the average import of grain is 966,221 kilos, or 11,841 quarters, and gives about a quarter for each person, and has kept pace for some years with the population.

Cereal culture has been lately much pressed upon the people, by the failure of the Russian market in Greece. Grain occupies about 3,650,800 stremas, or 912,700 acres ; and 2,349,200 stremas, or 587,305 acres for fallow.

Silk produce which, on an average, gives 113,305 okes, or 317,086 English lbs., was not abundant, but of good quality. It was principally exported in cocoons, and realized £1 1s. 5d. per oke, of 2 $\frac{3}{4}$ lbs. Mulberry trees occupy about 175,000 stremas, or 43,750 acres ; the number of trees, estimated on good authority, at 7,000,000, and the produce is estimated at £320,057 sterling.

Tobacco cultivation has been much extended in Greece, and produces 2,000,000 okes, or 5,500,000 lbs. English. It was not productive, but sold well. Its produce, in average years, is valued at £105,000.

The following is a statement of the principal produce in Greece, the correctness of which has been fully tested.

Articles.	Quantities.	Value.
Wheat	7,649,880 stremas ; 937,485 qrs.....	-----
Currants	60,000,000 V. lbs	£1,000,000
Silk	115,385 okes ; 319,889 English lbs.....	319,559
Tobacco	2,000,000 okes ; 5,500,000.....do.....	168,000
Vallonia	150,000 cant ; 8,336 tons	36,000

Imports in Greece in 1851-'52-'53 and 1854, and average.		Export of Greece in 1851-'52-'53 and 1854, and average.	
	<i>Drs.</i>		<i>Drs.</i>
1851	25,819,702	1851.....	13,781,202
1852	24,982,205	1852.....	10,462,212
1853	20,209,960	1853.....	8,988,880
1854	25,887,690	1854.....	14,851,202
	96,899,557		48,083,496
Average, 24,224,887 drs. = £861,489		Average, 12,020,874 drs. = £427,485	

Maritime power.—Greece, being surrounded by bays and capacious harbors, and being enabled to furnish, from her islanders and the inhabitants of her coasts, a large number of excellent sailors, can easily become the greatest maritime power of the Mediterranean.

On the 1st of January, 1838, according to the official returns of the minister of the navy, there were :

1838. Greek vessels	3,269 ; tonnage	88,502
1847. Greek vessels	3,500 ; tonnage	180,000
1857. Greek vessels	4,500 ; tonnage about.....	240,000

Greece also numbers about 5,000 efficient sailors.

Means of communication.—Besides the internal mail arrangements, Greece is in regular communication with all Europe and the East through the French war steamers, those of the Rostan Company, and the Austrian Lloyds' steamers. The first carry passengers, letters, newspapers, and specie; the others carry freight also. The English war steamers also carry mails and passengers to Patras, from England and different parts of the Mediterranean, twice a month. There is also a regular overland mail communication between Albania, Larissa, and Thessalonica.

Weights and measures.—The Turkish measures are still in use:

The peche (cubit) equal to 67 French metres; the oke, subdivided into 400 drachms, 312 drachms being equal to one French kilogramme; the quintal equal to 44 okes; the kilo equal to 33.16 French litres.

According to a royal decree of the 28th September, Greece has adopted the metrical system of France, under the following names:

The peche equal to one French metre; the stadium equal to one French kilometre; the litre equal to one French litre; the kilo equal to one French hectalitre; the drachma equal to one French gramme.

Commercial committees.—In order to promote the commercial intercourse of the country, there are appointed by the government, in all commercial cities, committees, whose business it is, like that of a committee of ways and means, to introduce new plans and improvements. The members of these committees are chosen from among the most intelligent and respectable merchants. They report as often as necessary to government, stating the obstructions they may see to the progress of commerce and the means to be adopted in order to remove those difficulties. They also attend to public works and institutions regarding commerce, *e. g.*: the clearing of harbors, lazarettos, canals, railroads, navigation, commercial schools, and the fulfillment of custom-house laws.

Commerce of Hermoupolis.—The commerce of Hermoupolis, in Syra, may serve as a specimen of commercial operations in Greece. The principal countries with which this city is in direct communication are Great Britain, Asia Minor, Russia, European Turkey, with the sea towns of the Adriatic Gulf, Italy, France, Egypt, Syria, Tunis, Spain, Holland, and South American ports. The merchants of Hermoupolis have branches of their establishments in London, Manchester, Liverpool, Leghorn, Trieste, Alexandria, Cairo, Smyrna, Thessalonica, Volo, Serras, Aenos, Constantinople, Odessa, and Taganrog. Almost one half of the imports of Hermoupolis are from England; from this country it receives all kinds of manufactures—cottons, woolens, hardware, pottery, glassware, anchors, chains, pig iron, colonials, (embracing drugs,) &c., amounting to about 10,000,000 of drachmas, or about \$2,000,000. One portion of these are for the consumption of the kingdom of Greece, and the remainder, from the transit of Hermoupolis, are forwarded abroad, and especially to the islands and maritime cities of Turkey, Syria, Asia Minor, &c.

In the second place, Hermoupolis receives from Trieste, Germany, Italy, and Switzerland, manufactures, timber, nails, cloths, leather, and a small amount of sugar and coffee, the value of which amounts to about 2,500,000 drachmas a year. From Marseilles and Leghorn are imported raw hides, silks, and other manufactures; also, three or four cargoes of codfish from Marseilles.

From Africa and Syria skull caps are imported, woolen and silk manufactures, from eight to twenty cargoes of rice, nitre, &c.; and the return cargoes consist of European goods, silk, and a large quantity of stockings, manufactured by women of the *Ægean Isles*.

From the shores of Asia Minor are imported oil, cereals, wax, currants for the manufacture of raké, (a liquor used as a beverage,) fruit, ship timber, raw hides, &c. Some of these articles are consumed in the kingdom of Greece, and others are exported to Europe. Return cargoes consist of European and colonial goods.

From Constantinople are imported salt fish, staves, and brass goods; and from the shores of Thrace, Macedonia, and Thessaly are received cereals, vetches, animals, Turkish tobacco, &c.; and in return are sent European manufactures, colonials, Egyptian and Greek goods.

From Odessa and Taganrog are imported cereals, caviare, (an edible luxury from the intestines of fish,) iron, cables, and Russian duck; of the latter article only a little is consumed, cotton canvas from Malta being preferable.

From Holland five or six cargoes are yearly received of sugar, and from Rio and other cities of America five or six cargoes of coffee and other colonials and raw hides. Hermoupolis has also an extensive commerce with almost all the islands of the Mediterranean, receiving their exports and sending other goods in return.

Manufactories of Hermoupolis.—The principal manufacture is ship building. Since 1846, there have been built yearly from 80 to 100 vessels of from 200 to 450 tons, and worth from \$8,000 to \$9,000 each. In connexion with ship building, there are some 50 blacksmith shops preparing all the necessary iron work and wrought anchors of different sizes. Also, 3 manufactories of brass nails. There are also a number of establishments for turning blocks or pulleys, which are considered far superior to those manufactured in other European countries.

Next to ship building are tanneries. Of these there are above 20, employing over 500 hands, and curing over 50,000 hides of oxen and buffaloes, and over 30,000 hides of smaller animals. One half of these are forwarded to the different cities of Turkey and Asia Minor, Egypt and the neighboring islands, where they have superseded those of Marseilles. There are also 5 soap factories, sending out yearly about 7,000 quintals of soap for home and foreign consumption. There are also some workshops of dyers and printers, and many women are working at the calemkeria (a kind of fine kerchiefs) for home consumption and exportation. An agency of the National Bank of Athens facilitates commercial operations at Hermoupolis, by discounting bills and giving credits. There are also 5 insurance companies.

It is believed that the above statement is rather below than above the actual state of things, as the sources from which it has been compiled are not very recent, and the prosperity of these regions has been steadily progressive.

BARBARY STATES.

TANGIER.

APRIL 10, 1857.

I am in the receipt of a note from the Moorish minister of foreign affairs, announcing the gratifying fact that the Sultan of Morocco, with the view of inviting commerce to his dominions, has, from this day, (April 10,) abolished all monopolies or prohibitions on imported goods, except tobacco, pipes of all kinds used for smoking, opium, sulphur, powder, saltpetre, lead, arms of all kinds, and munition of war; and, further, that he has abolished, from same

period, all monopolies or prohibitions on agricultural produce, or of any other article of export whatsoever, in the empire of Morocco, except leeches, bark, tobacco, and other herbs used for smoking in pipes.

His Majesty the Sultan of Morocco agrees that the duties to be levied on all articles imported into his territories shall not exceed in amount *ten per cent.* on their value at the port of their disembarkation ; and that the duties to be levied on all articles exported from his territories shall not exceed in amount the duties marked in the accompanying tariff, (No. 1.) The Sultan of Morocco reserves to himself the right to prohibit any article of exportation, on his giving six months' notice of such contemplated prohibition. "No tax, toll, duty or charge, whatsoever, except the export duty already mentioned, shall, under any pretext or on any account, be imposed on articles purchased for exportation ; and absolute freedom shall in all cases be given to the buyer and seller to bargain together. No interference on the part of the Sultan's officers shall be permitted."

His Majesty the Sultan of Morocco agrees that no anchorage, tonnage, import or other duty or charge, except the following, shall be levied on American or other vessels coming to this country to trade, viz: Seven and a half cents per ton on every vessel (except steam vessels) that does not exceed 200 tons in measurement. For sailing vessels over 200 tons, seven and a half cents per ton, 200 of her tons, and two and a half cents per ton for the remainder. The same charges to be made in all the ports of Morocco except Rabat and Laraiche, at which ports five cents per ton must be paid for pilotage into the river, should the vessel enter the river. At Mogadore, five cents per ton for pilotage on entering the port, and seven and a half cents per ton for anchorage. Should the master of a vessel require, at any other port, a pilot, he must pay at the rate of two and a half cents per ton.

This charge, however, is not to be exacted except when the master of a vessel requires a pilot. The sum of sixteen dollars must be paid, on account of anchorage, on a steam vessel entering any port in the Moorish dominions for the purpose of discharging or embarking cargo.

The masters of all vessels must pay, in addition to the aforesaid charges, the following sums to officers of the ports, but no other payment to be demanded of them, viz: A vessel exceeding one hundred and not over two hundred tons, four dollars ; over two hundred tons, five dollars. No charge for anchorage will be levied on steam or sail vessels which may enter the ports of Morocco for the purpose of seeking shelter from the weather, and which do not embark or discharge cargo.

I take the liberty of inclosing a comparative table, (No. 2,) showing the difference between the duties on exports formerly paid at the Moorish ports and those to be paid now that the new stipulations are in force.

I also inclose a table (No. 3) showing to what extent the duties on imports have been reduced at the Moorish ports by the new stipulations. No. 3 also contains a table showing more or less the difference between the amount of anchorage dues levied upon vessels that entered the ports of Morocco in 1855 and the amount those vessels would have paid according to the new tariff.

As Americans have heretofore been prevented from embarking extensively in the Moorish trade, in consequence of the existence of monopolies or prohibitions and the instability of the Moorish tariff, I would respectfully suggest to the department, now that the former are abolished, and the latter placed upon a permanent basis, that as early a notice as is practicable may be given to our countrymen of such a result.

Moorish tariff of exports.

Articles of export.	Per weight or measure.	Rates.	Articles of export.	Per weight or measure.	Rates.
Wheat.....	strike fanega..	\$1 00	Horns.....	1,000.....	\$1 00
Maize and dra.....	full fanega.....	50	Tallow.....	cwt.....	2 50
Barley.....	strike fanega..	50	Mules.....	head.....	25 00
All other grain.....	cwt.....	50	Donkeys.....	head.....	5 00
Flour.....	cwt.....	1 00	Sheep.....	head.....	1 00
Bird seed.....	cwt.....	60	Goats.....	head.....	75
Dates.....	cwt.....	2 00	Fowls.....	dozen..	1 10
Almonds.....	cwt.....	1 75	Eggs.....	1,000.....	2 55
Oranges, lemons, and limes.....	1,000.....	60	Slippers.....	100.....	3 50
Wild marjoram.....	cwt.....	50	Porcupine quills.....	1,000.....	25
Cumin seed.....	cwt.....	1 00	Gasool.....	cwt.....	75
Oil.....	cwt.....	2 50	Ostrich feathers.....	pound.....	1 80
Gums.....	cwt.....	1 00	Baskets.....	100.....	1 50
Henna.....	cwt.....	75	Caraway seed.....	cwt.....	1 00
Wax.....	cwt.....	6 00	Combs, of wood.....	100.....	25
Rice.....	cwt.....	80	Hair.....	cwt.....	1 50
Wool, (washed).....	cwt.....	4 00	Raisins.....	cwt.....	1 00
Wool, (grease).....	cwt.....	2 75	Woolen sashes.....	100.....	5 00
Hides, sheep and goat skins.....	cwt.....	1 80	Tackawt, (a dye).....	cwt.....	1 00
Tanned skins, filaly, zawany, and cochineal.....	cwt.....	5 00	Tanned fleeces.....	cwt.....	1 80
			Hemp and flax.....	cwt.....	2 00

A strike fanega of wheat is equivalent to 90 American pounds.

A full fanega of wheat is equivalent to 118 American pounds.

A strike fanega of barley is equivalent to 60 American pounds.

Table showing to what extent the duties on imports have been reduced at the Moorish ports by the new stipulations.

Articles of import.	Reduction.
On Brazil wood	20 per cent.....
On cochineal.....	90...do.....
On coffee	20...do.....
On raw cotton *	10...do.....
On cotton thread	5...do.....
On iron	90...do.....
On raw silk.....	10...do.....
On brown sugar.....	20...do.....
On crushed sugar.....	15...do.....
On loaf sugar	20...do.....
On steel.....	80...do.....
On tea	15...do.....

* Six thousand bales of United States cotton are annually consumed in Morocco. Now that the duty is reduced to ten per cent., the consumption will be largely augmented.

Table showing the difference between the duties on exports formerly paid at the Moorish ports and those to be paid now that the new stipulations are in force.

Articles of exports.	Per weight or measure.	Duties formerly levied.	Duties to be levied according to the new stipulations.
Wheat	strike fanega .....	.....	\$1 00
Maize and dra	full fanega	\$0 75	50
Barley	strike fanega .....	.....	50
All other grain	cwt .....	.....	50
Flour	do	2 00	1 50
Bird seed	do	90	60
Dates	do	2 55	2 00
Almonds	do	2 55	1 75
Oranges, lemons, and limes	1,000	60	60
Wild marjoram	cwt	90	50
Cumin seed	do	90	1 00
Oil	do	3 00	2 50
Gums	do	1 25	1 00
Henna	do	1 00	75
Wax	do	6 00	6 00
Rice	do	1 00	80
Wool, (washed)	do	4 50	4 00
Wool, (grease)	do	3 00	2 75
Hides, sheep, and goat skins	do	1 80	1 80
Tanned skins, "filaly," "zawany," and cochineal leather	do .....	.....	5 00
Horns	1,000	1 80	1 00
Tallow	cwt .....	.....	2 50
Mules	head .....	.....	25 00
Donkeys	do .....	.....	5 00
Sheep	do	1 00	1 00
Goats	do .....	.....	75
Fowls	dozen	1 10	1 10
Eggs	1,000	2 55	2 55
Slippers	100	4 50	3 50
Porcupine quills	1,000 .....	.....	25
Gasool	cwt	1 00	75
Ostrich feathers	pound	1 80	1 80
Baskets	100	2 50	1 50
Caraway seed	cwt	1 00	1 00
Combs, of wood	100	25	25
Hair	cwt	1 80	1 50
Raisins	do	1 00	1 00
Woolen sashes	100	7 50	5 00
Tackawt, (a dye)	cwt	1 00	1 00
Tanned fleeces	do .....	.....	1 80
Hemp and flax	do	2 50	2 00

Table showing, more or less, the difference between the amount of anchorage dues levied upon vessels that entered the ports of Morocco in 1855 and the amount those vessels would have paid according to the tariff of the new convention.

Port.	No. of vessels in 1855.	Amount of tonnage.	Average number of vessels.	By old tariff, including all expenses.	By new tariff, including all expenses.	Reduction per vessel.
Tangier	243	15,610	64 vessels have paid..	\$8 00	\$7 80	\$0 20
Tetuan	111	4,101	37.....do.....	5 65	4 65	50
Larache	18	1,420	79.....do.....	12 00	9 75	2 25
Rabat	24	1,935	80.....do.....	14 55	10 00	4 55
Casa Blanca	79	10,071	127.....do.....	21 00	13 50	7 50
Mazagam	189	21,561	114.....do.....	23 05	12 55	10 50
Saffi	84	10,457	124.....do.....	42 00	13 30	28 70
Mogadore.....	88	9,524	108.....do.....	36 40	12 00	24 40

TRIPOLI.

SEPTEMBER 30, 1857.

The foreign commerce of Tripoli, like that of all the Barbary States, is at all times very insignificant. There is none with the United States. A little wool, the product of Tripoli, is reshipped to America from Malta, and a small quantity of American cotton fabrics are brought here from that place annually; and this is the extent of the commercial intercourse between the two countries.

The staple articles of export from this regency are grain, olive oil, cattle, wool, hides, dates, and madder root; besides these, ivory, gold dust, senna, ostrich feathers, and saltpetre, the products of Central Africa, are exported from this port to a small extent. The principal imports are coarse cotton fabrics, tobacco, rice, lumber, glass beads, and other trinkets for the trade with the interior. This exchange of commodities is carried on with the island of Malta, Marseilles, Leghorn, and other Mediterranean cities, Tunis, Egypt, Trieste, and the Levant.

In consequence of the scarcity of grain and cattle in this country since the famine of 1854-'55, the export of those staples has been prohibited during the whole of the year comprehended in this report; and there being little else to export, the foreign trade of the regency for the last twelve months has been next to nothing. No change has been made in the commercial regulations of the country since my last report. The tonnage duties and port dues are very light, and no distinction is made between foreign and national vessels.

This comprises all the commercial information that I am able to communicate, as there is nothing connected with the industrial, agricultural, scientific, or commercial pursuits in this country worthy of the least attention.

TUNIS.

OCTOBER 1, 1857.

No changes in the commercial regulations of this country worthy of note have occurred during the year ending yesterday. The provisions of the new constitution not having yet been sufficiently developed for practical purposes, it is not deemed prudent to refer to any changes which may result therefrom.

PERSIA.

By the President of the United States of America.

A PROCLAMATION.

Whereas a treaty between the United States of America and his Majesty the Shah of Persia was concluded and signed by their respective plenipotentiaries at Constantinople, on the thirteenth day of December last, which treaty, being in the English and Persian languages, is word for word as follows :

IN THE NAME OF GOD THE CLEMENT AND MERCIFUL :

The President of the United States of North America, and his Majesty as exalted as the planet Saturn ; the sovereign to whom the sun serves as a standard ; whose splendor and magnificence are equal to that of the skies ; the sublime sovereign, the monarch whose armies are as numerous as the stars ; whose greatness calls to mind that of Jeinshia ; whose magnificence equals that of Darius ; the heir of the crown and throne of the Kayanians, the Sublime Emperor of all Persia, being both equally and sincerely desirous of establishing relations of friendship between the two governments, which they wish to strengthen by a treaty of friendship and commerce, reciprocally advantageous and useful to the citizens and subjects of the two high contracting parties, have for this purpose named for their plenipotentiaries : the President of the United States of North America, Carroll Spence, Minister Resident of the United States near the Sublime Porte ; and his Majesty the Emperor of all Persia, his excellency Emin ul Molk Farukh Khan, ambassador of his Imperial Majesty the Shah, decorated with the portrait of the Shah, with the grand cordon blue, and bearer of the girdle of diamonds, &c., &c., &c., &c.

And the said plenipotentiaries, having exchanged their full powers, which were found to be in proper and due form, have agreed upon the following articles :

ARTICLE 1. There shall hereafter be a sincere and constant good understanding between the government and citizens of the United States of North America and the Persian empire and all Persian subjects.

ART. 2. The ambassadors or diplomatic agents whom it may please either of the two high contracting parties to send and maintain near the other, shall be received and treated, they, and all those composing their missions, as the ambassadors and diplomatic agents of the most favored nations are received and treated in the two respective countries ; and they shall enjoy there, in all respects, the same prerogatives and immunities.

ART. 3. The citizens and subjects of the two high contracting parties, travellers, merchants, manufacturers, and others, who may reside in the territory of either country, shall be respected and efficiently protected by the authorities of the country and their agents, and treated in all respects as the subjects and citizens of the most favored nation are treated.

They may reciprocally bring, by land or by sea, into either country, and export from it, all kinds of merchandise and products, and sell, exchange, or buy, and transport them to all places in the territories of either of the high contracting parties. It being, however, understood, that the merchants of either nation who shall engage in the internal commerce of either country shall be governed in respect to such commerce by the laws of the country in which such commerce is carried on ; and in case either of the high contracting powers shall hereafter grant other privileges concerning such internal commerce to the citizens or subjects of other

governments, the same shall be equally granted to the merchants of either nation engaged in such internal commerce within the territories of the other.

ART. 4. The merchandise imported or exported by the respective citizens or subjects of the two high contracting parties shall not pay in either country, on their arrival or departure, other duties than those which are charged in either of the countries on the merchandise or products imported or exported by the merchants and subjects of the most favored nation, and no exceptional tax, under any name or pretext whatever, shall be collected on them in either of the two countries.

ART. 5. All suits and disputes arising in Persia between Persian subjects and citizens of the United States shall be carried before the Persian tribunal to which such matters are usually referred at the place where a consul or agent of the United States may reside, and shall be discussed and decided according to equity in the presence of an employé of the consul or agent of the United States.

All suits and disputes which may arise in the empire of Persia between citizens of the United States shall be referred entirely for trial and for adjudication to the consul or agent of the United States residing in the province wherein such suits and disputes may have arisen, or in the province nearest to it, who shall decide them according to the laws of the United States.

All suits and disputes occurring in Persia between the citizens of the United States and the subjects of other foreign powers shall be tried and adjudicated by the intermediation of their respective consuls or agents.

In the United States, Persian subjects in all disputes arising between themselves, or between them and citizens of the United States or foreigners, shall be judged according to the rules adopted in the United States respecting the subjects of the most favored nation.

Persian subjects residing in the United States, and citizens of the United States residing in Persia, shall, when charged with criminal offences, be tried and judged in Persia and the United States in the same manner as are the subjects and citizens of the most favored nation residing in either of the above mentioned countries.

ART. 6. In case of a citizen or subject of either of the contracting parties dying within the territories of the other, his effects shall be delivered up integrally to the family or partners in business of the deceased; and in case he has no relations or partners, his effects in either country shall be delivered up to the consul or agent of the nation of which the deceased was a subject or citizen, so that he may dispose of them in accordance with the laws of his country.

ART. 7. For the protection of their citizens or subjects, and their commerce, respectively, and in order to facilitate good and equitable relations between the citizens and subjects of the two countries, the two high contracting parties reserve the right to maintain a diplomatic agent at either seat of government, and to name each three consuls in either country; those of the United States shall reside at Teheran, Beuder, Bushir and Tauris; those of Persia, at Washington, New York, and New Orleans.

The consuls of the high contracting parties shall reciprocally enjoy, in the territories of the other where their residences shall be established, the respect, privileges, and immunities granted in either country to the consuls of the most favored nation. The diplomatic agent or consuls in the United States shall not protect, secretly or publicly, the subjects of the Persian government, and they shall never suffer a departure from the principles here laid down and agreed to by mutual consent.

And it is further understood, that if any of those consuls shall engage in trade, they shall

be subjected to the same laws and usages to which private individuals of their nation engaged in commercial pursuits in the same place are subjected.

And it is also understood by the high contracting parties, that the diplomatic and consular agents of the United States shall not employ a greater number of domestics than is allowed by treaty to those of Russia residing in Persia.

ART. 8. And the high contracting parties agree that the present treaty of friendship and commerce, cemented by the sincere good feeling and the confidence which exist between the governments of the United States and Persia, shall be in force for the term of ten years from the exchange of its ratification; and if, before the expiration of the first ten years, neither of the high contracting parties shall have announced, by official notification to the other, its intention to arrest the operation of said treaty, it shall remain binding for one year beyond that time, and so on until the expiration of twelve months which will follow a similar notification, whatever the time may be at which it may take place; and the plenipotentiaries of the two high contracting parties further agree to exchange the ratifications of their respective governments at Constantinople in the space of six months or earlier, if practicable.

In faith of which, the respective plenipotentiaries of the two high contracting parties have signed the present treaty, and have attached their seals to it.

Done in duplicate, in Persian and English, the thirteenth day of December, one thousand eight hundred and fifty-six, and of the Hijereh the fifteenth day of the moon of Rebiul Sany, one thousand two hundred and seventy-three, at Constantinople.

CARROL SPENCE. [L. S.]

EMIN UL MOLK,

FARRUHK KHAN. [L. S.]

And whereas the said treaty has been duly ratified on both parts, and the respective ratifications of the same were exchanged in the city of Constantinople on the thirteenth of June last—

Now, therefore, be it known that I, James Buchanan, President of the United States of America, have caused the said treaty to be made public, to the end that the same, and every clause and article thereof, may be observed and fulfilled with good faith by the United States and the citizens thereof.

AFRICA.

MONROVIA.

MARCH 8, 1857.

I have the honor to transmit two copies of the "Liberia Herald," the official organ of this government, containing the laws passed at the late session of the Liberian legislature.

There is at this time considerable pecuniary pressure with the government here, and it became necessary to legislate for relief. Out of this has grown an export duty law, a copy of which I herewith inclose.

This law is represented to me only as a measure of temporary relief, which it is not expected to continue in existence longer than absolutely necessary—say one or two years—by which time they expect to relieve themselves from the embarrassment occasioned by war with the border tribes.

LAWS ENACTED BY THE LEGISLATURE DURING ITS SESSION, AND PUBLISHED BY AUTHORITY.

EXPORT DUTY BILL.

It is enacted by the Senate and House of Representatives of the republic of Liberia in legislature assembled :

SECTION 1. That from and after the passage of this act all vessels, whether foreign or Liberian, arriving on the Liberian coast from any foreign port, shall, before stopping at any of the trading points along the coast, enter at one of the ports of entry. And in all cases there shall be placed on board of every such vessel, by the collector, immediately on her arrival, an inspector, furnished with locks and keys, who shall remain on board in possession of the hatch or hatches of said vessel during her stay on the coast, or at least until such vessel shall have discharged all her cargo, taken on board all her freight, and cleared from one of the Liberian ports of entry for a foreign port.

SEC. 2. It shall be the duty of the inspector to superintend the discharging of all the cargo from on board of the vessel on which he is placed ; to note each package, barrel, or box ; the kind, quantity, and quality of the freight landed, and see that no article of trade whatever be landed without his notice. He shall cause the hatches to be locked at unseasonable hours, and shall retain the keys in his possession at all times during the loading or unloading of said vessel. He shall examine the vessel of which he is in charge, to see whether any goods are or can be landed without his knowledge. And if, in his opinion, the master, supercargo, owner, or any person engaged on board of said vessel be inclined to smuggle goods or merchandise to or from the same, he shall instantly make report thereof, officially, to the collector, who shall immediately proceed to examine the validity of said report ; and should he find sufficient reason or grounds for said report, he shall enter a complaint to the attorney general of the republic, or attorney of the county, as the case may be, who shall prosecute vigorously the parties thus reported by the collector. And in all cases in which any person or persons are convicted of smuggling, he, she, or they shall be fined in any sum not exceeding ten thousand nor less than five hundred dollars, in addition to the confiscation of the vessel and cargo, according to the magnitude of the crime, at the discretion of the judge of the admiralty court.

SEC. 3. It shall be the duty of the inspector, as often as he shall be required by the collector, to make true and correct returns to him of all goods or merchandise landed from on board of the vessel of which he is in charge, as provided for in the second section of this act, and of all produce received on board of said vessel ; the number of puncheons, barrels, boxes, bags, billets, packages, rolls, bundles, &c. ; the kind, quantity, and quality of produce, howsoever put up, shipped on board for foreign markets. He shall allow nothing to be landed or shipped from or to said vessel unless between the hours of six o'clock a. m. and six o'clock p. m., before and after which time all the hatches of said vessel shall be locked, and the keys retained by the inspector, as before specified. He shall at all times, when required by any officer or officers of the revenue, give any and all information, of which he may be in possession, calculated to enforce the navigation, commerce, and revenue laws of this republic.

SEC. 4. It shall be the duty of the collector, or any other officer of the revenue, to give information of any neglect on the part of the officer or officers of the navy to the attorney general or county attorney, as the case may be ; and said officer or officers, if convicted, shall be fined in any sum not less than one hundred nor more than ten thousand dollars, according

to the magnitude of the case. For the neglect of any inspector to note and take a correct account of all goods and merchandise landed or unloaded, and for neglect of duty in violation of the second and third sections of this act, he shall be fined in any sum not less than five hundred nor more than five thousand dollars, in the discretion of the judge of the court having cognizance of the same. And for the neglect of any officer or officers of the revenue, in command of any government vessel, to obey any order or command issued by the President or Secretary of the Treasury, he or they shall be fined in any sum not less than two thousand nor more than fifteen thousand dollars, in the discretion of the court ; and for his or their refusal to render aid to the collector or inspector when called upon, he or they shall be fined in any sum not exceeding ten thousand dollars. The court of admiralty shall try and determine any and all of the above named cases ; and in case of failure on the part of the defendant or defendants to pay the above mentioned fines, he or they shall be imprisoned for any length of time not less than one nor more than five years, according to the magnitude of the crime.

SEC. 5. *And it is further enacted*, That any master, supercargo, or owner of a vessel, Liberian or foreign, who shall come to anchor within the Liberian waters, and refuse to receive on board an inspector, shall be fined as follows : For the first offence, one hundred dollars ; for the second offence, one thousand dollars ; and for every similar refusal or offence, one thousand dollars. Nevertheless, the inspector shall not, when he has been once refused, attempt to board the vessel a second time, until he shall have informed the collector of his refusal. And in all cases when there is an attempt to smuggle or land any goods, wares, or merchandise otherwise than is now provided for by law, the master, owner, or supercargo shall be fined in any sum not less than one thousand nor more than ten thousand dollars, in addition to the confiscation of the vessel and cargo, in the discretion of the judge of the court of admiralty.

SEC. 6. *And it is further enacted*, That an export duty shall be levied, assessed, and collected by the collector on the following named articles, that is to say, on all palm oil a specific duty of one cent on each gallon, and on all articles of export not herein named there shall be collected a duty of two per cent. ad valorem, and on gold or silver coin there shall be an export duty of five per cent.

SEC. 7. *And it is further enacted*, That each inspector shall receive from this government for services one dollar per day ; his board and lodging shall be furnished by the vessel on which he is placed, any law to the contrary notwithstanding.

AN ACT REGULATING THE INTERCOURSE OF FOREIGNERS AND LIMITING CERTAIN OFFICERS.

It is enacted by the Senate and House of Representatives of the republic of Liberia in legislature assembled :

SECTION 1. That from and after the passage of this act it shall be unlawful for any foreigner or foreigners to sell or barter any goods, merchandise, or vendible property, or transact any commercial business in any part of the republic of Liberia, except by the intervention of a Liberian broker or commission merchant, or unless such rights and privileges are granted to them by treaty stipulations.

SEC. 2. *It is further enacted*, That if any foreigner or foreigners be found guilty of violating the provisions of this act, he or they shall, on conviction before the court of pleas and quarter session, be fined in any sum not less than five hundred dollars nor more than one thousand dollars for the first offence, and for the second not more than two thousand dollars nor less than one thousand dollars, at the discretion of the court ; and in default of payment of such

fine, with all costs and charges, he or they shall be imprisoned for a period not to exceed eighteen calendar months, or until such fine, with all costs and charges, shall have been paid.

SEC. 3. *It is further enacted*, That should any citizen or citizens of this republic be found guilty of contravening the provisions of the first section of this act by pretending that he or they are acting as broker, agent, or commission merchant, and thereby cause the spirit and intent of this act to be ineffectual, he or they, thus fraudulently acting, shall be deemed guilty of a misdemeanor, and, on conviction before any court competent to try the same, be fined in any sum not less than one hundred nor more than five hundred dollars, at the discretion of the court; and, further, shall be liable to imprisonment for any term not exceeding six calendar months. Nevertheless, nothing in this section shall be so construed as to interfere with the rights and privileges of a lawful commission merchant, agent, or broker.

SEC. 4. *It is further enacted*, That it shall be unlawful for the Secretary of the Treasury, collector of customs, treasurer, and sub-treasurer, or any other officer engaged in the revenue service, to act as agent or commission merchant for any citizen or other person within this republic during the term for which he or they shall have been commissioned; and any officer, as above mentioned, who shall violate the provisions of this section, on representation made to the executive, shall be dismissed from office, and, further, shall be fined in any sum not less than one hundred dollars nor more than five hundred dollars, at the discretion of the court having jurisdiction of the same; and that all laws or parts of laws conflicting with the provisions of this act be, and are hereby, repealed.

M. A. RAND,
Speaker of House of Reps., R. L.
B. P. YATES,
President of Senate, V. P. R. L.

Approved February 7, 1857.

STEPHEN A. BENSON.

MUSCAT.

ISLAND OF ZANZIBAR.

JANUARY 12, 1857.

I beg leave to call your attention to the very high rates of duties charged at the port of Mozambique upon American cotton goods, and other articles of import from the United States.

Coarse sheetings, worth about seven cents per yard, pay a duty of 88 cents for 31 yards.

Common gunpowder, 66 cents for 24 pounds.

Muskets, costing about \$2 50 in the United States, pay a duty of 66 cents each.

The export duty on ivory is \$2 69 per arroba of 33½ pounds, English.

A few hundred bales of American cotton sheetings are annually sold here under these disadvantages and the amount invested in ivory. The trade might be considerably increased were the duties reduced, as the Mozambique ivory is a favorite article with the manufacturers in the United States. I learn, from good authority, that the government of Portugal has sent to Mozambique a rate of duties to be charged, and that the governor and junta, deeming them too low, has enacted a higher rate.

There has been no change at this place since I had the honor to address you under date of November 23, 1856, and the relations between the Sultan's government and this consulate continue to be of the most friendly character.

Zanzibar prices current.

Exports.—Ivory varies greatly in price, according to quality and size. The largest and best kinds are sent to the United States. In lots, average weight 70 pounds and upwards, the price, at this time, is \$50 to \$55 per trusta of 35 pounds, English. Ivory, 50 to 60 pounds average weight, best quality, is worth, at this time, \$45 to \$50 per trusta.

Rough copal is worth \$6 to \$7 50 for the best kinds; inferior copal can be purchased at from \$3 50 to \$5 50 per trusta.

Cloves, not wanted for export at this time, \$1 75 is asked by the sellers per trusta, which is declined.

Tortoise-shell, in small quantities, is worth about \$7 to \$10 per maud of three pounds, English.

Hides are in demand at \$20 to \$22 per cargo of twenty pieces.

An inferior kind of gum myrrh is sold in small quantities at from \$2 50 to \$3 50 per trusta.

There is nothing fixed or settled as regards prices of exports in this market. The produce of the east coast of Africa is brought here and sold at prices which vary greatly, according to the wants of the buyer and seller, and the fluctuations in the market are very great. The foregoing are the only articles of export to the United States of any considerable amount.

CHINA.

CANTON.

MARCH 16, 1857.

I have the honor to enclose herewith a detailed list of the number, class, and aggregate tonnage of American vessels entered and cleared at the port of Canton during the year 1856; also detailed lists of merchandise imported into and exported from the said port during the same year.

You will perceive that there is a great falling off in the tonnage, imports, and exports, compared with the returns for previous years; but this is owing to the state of hostilities existing between the English and Chinese during the months of October, November, and December, which is the most active period of the year at this port, so far as American trade is concerned. It is also to be remarked that a large amount of merchandise shipped from the United States intended for the Canton market is landed at Hong Kong, and from there transhipped in small steamers to Canton, and it is impossible to obtain at this consulate any statement of the quantity and value of the same. The same remark holds good in regard to a large amount of merchandise shipped from this port to Hong Kong in the same vessels and intended for the American market.

I beg leave to state that the delay in rendering these returns has been occasioned by the precarious state in which all Americans in this portion of China have been and are at present situated, as well as the necessarily increased difficulty in obtaining the requisite information for their compilation.

A detailed list of exports from the port of Canton to the United States, from the 1st day of January to the 31st day of December, 1856, inclusive.

Description.	Quantity.	Description.	Quantity.
Green teas.....pounds..	4, 097, 400	Matting.....rolls..	48, 550
Black teas.....do.....	3, 420, 280	Rhubarb.....boxes..	743
Pongees.....pieces..	30, 575	Sweetmeats.....do....	4, 725
Pongee handkerchiefs.....	300	Vermilion.....do....	105
Sarsnets.....pieces..	3, 274	Pearl buttons.....do....	18
Senshaws.....do.....	350	China ware.....do....	624
Camlets.....	None.	Fire-crackers.....do....	88, 878
Satins.....pieces..	513	Star anise-seed.....do....	5
Satin damasks.....do....	50	Cassia buds.....do....	220
Satin levantines.....do....	235	Oil cassia.....do....	93
Crapes.....do.....	335	Oil anise.....do....	213
Crape shawls and scarfs.....	47, 112	Split ratans.....bundles..	1, 410
Levantine handkerchiefs.....	1, 475	Camphor.....piculs..	460
Sewing silk.....piculs (133 $\frac{1}{2}$ lbs. per picul)..	23 $\frac{1}{4}$	Gamboge.....do....	111
Raw silk.....piculs..	954 $\frac{3}{4}$	Straw braid.....do....	10
Grass cloth.....pieces..	5, 175	Cane.....bundles..	80
Fans and screens.....boxes..	4, 618	Merchandise.....packages..	1, 779
Lacquered ware.....do....	85	Soy.....catties..	20
Cassia.....piculs..	6, 076		

A detailed list of merchandise imported into the port of Canton from the United States during the year 1856.

Description.	Quantity.	Value.	Description.	Quantity.	Value.
Drills.....bales..	12, 144	\$546, 423 12	Vinegar.....		\$280 00
Jeans.....do....	248	11, 653 48	Cheese.....cases..	2	75 00
Sheetings.....do....	4, 403	228, 932 00	Preserved meats.....packages..	519	3, 567 00
Ginseng.....hogsheads..	642	192, 681 00	Codfish.....do....	50	106 00
Lead.....pounds..	1, 528, 990	122, 319 09	Corn meal.....cases..	9	70 00
Cochineal.....ceroons..	16	3, 420 00	Preserved fish.....packages..	60	270 00
Quicksilver.....flasks..	2, 563	107, 640 00	Hams.....casks..	9	334 10
Flour.....barrels..	600	11, 149 00	Bitters.....barrels..	17	600 00
Crackers.....tins..	200	400 00	Sirup.....		243 00
Pork.....barrels..	45	735 70	Crushed sugar.....barrels..	20	203 00
Beef.....do....	170	3, 200 00	Sardines.....packages..	4	120 00
Whiskey.....do....	10	416 00	Salt.....cases..	8	37 00
Wine.....boxes, &c..	150	1, 370 00	Soap.....do....	100	250 00
Brandy.....		4, 745 00	Paint brushes.....do....	1	53 00
Timber.....tons..	350	7, 300 00	Composition brushes.....do....	1	39 26
Oak plank.....feet..	2, 890	233 90	Scrapers.....do....	4	210 00
Cargoes of lumber.....es	timated at	20, 000 00	Handcuffs.....do....	3	65 50
Tobacco.....boxes..	89	3, 500 00	Hanks.....packages..	6	108 00
Coal.....tons..	2, 172	23, 407 00	Ratlin stuff.....coils..	54	438 00
Ice.....do....	250	1, 450 00	Pump leather.....pounds..	1, 902	502 00
Butter.....tierces..	10	328 00	Rigging leather.....sides..	45	203 00

DETAILED LIST—Continued.

Description.	Quantity.	Value.	Description.	Quantity.	Value.
Varnish.....barrels..	10	\$233 00	Cambooses.....number..	82	\$724 00
Brooms.....dozen..	20	48 25	Copper nails.....casks..	130	3,310 00
Oars.....number..	160	160 00	Copper tacks.....cases..	6	292 00
Oakum.....bales..	201	1,045 00	Cotton canvas.....bolts..	300	3,600 00
Cotton twine.....		89 00	Duck.....do..	114	3,200 00
Cordage.....		5,166 13	Copper.....packages..	870	23,700 00
Marline.....		61 00	Spelter.....piculs..	450	7,100 00
Tacks.....packages..	8	64 00	Copper, sheathing.....cases..	63	17,650 00
Tar oil.....do..	5	62 00	Yellow metal and composition		
Tar.....barrels..	200	643 00	nails.....		4,380 00
Rosin.....do..	100	213 00	Powder.....kegs..	1,500	6,000 00
Turpentine.....packages..	89	1,157 25	Gold dust.....boxes..	7	37,830 00
Pitch.....barrels..	60	150 00	Gold bars.....		50,000 00
Black oil.....packages..	25	575 00	Dollars.....		15,000 00
Blocks.....pieces..	150	433 00	Silver bars.....		34,370 00
Belaying pins.....number..	208	7 65			
Hand-spikes.....do..	50	18 25			1,516,358 68

Navigation and commerce of the United States at the port of Canton during the year 1856.

No. of vessels.	Class.	Where from.	Where bound.
1	Ship	Great Britain	East coast
2	do.....	New York.....	do.....
1	do.....	Great Britain.....	Great Britain.....
1	Barque.....	do.....	do.....
3	Ships	India	Hong Kong
2	Barques	do.....	do.....
1	do.....	New York.....	Boston
1	Ship	do.....	do.....
1	do.....	Hong Kong.....	India.....
1	do.....	East coast	East coast
5	Brigs	do.....	do.....
1	Steamer	do.....	do.....
1	Ship	Whaling	Whaling.....
1	Barque.....	do.....	Sold
1	do.....	Manila	East coast
3	Ships	do.....	do.....
1	do.....	Siam.....	Siam.....
3	do.....	San Francisco.....	New York
1	do.....	New York.....	Manila
6	do.....	do.....	New York.....
1	Brig	do.....	do.....
1	Ship	Melbourne.....	Great Britain.....
1	do.....	East coast	Manila.....
1	do.....	San Francisco.....	East coast
2	Barques	do.....	do.....

COMMERCE WITH THE PORT OF CANTON—Continued.

No. of vessels.	Class.	Where from.	Where bound.
2	Barques	Hong Kong	Hong Kong
1	Ship	do	do
2	Brigs	do	do
2	Barques	San Francisco	do
2	do	Oregon	do
1	Ship	Callao	Manila
1	Barque	Manila	San Francisco
1	Schooner	East coast	Valparaiso
1	Brig	Batavia	East coast
Aggregate tonnage entered			48,349 $\frac{4}{5}$ tons.

AUGUST 23, 1857.

For some time back, in consequence of the hostilities at Canton, the stoppage of trade, and now the blockade of the port, there have not been, and will not be for a length of time to come, any quarterly returns to make to the department, as are required by the consular regulations.

SHANGHAI.

DECEMBER 31, 1856.

The trade of this port has been doubled in two years. In round numbers I may state it at fifty million of dollars, which, at the current rates of exchange, would give in American money eighty-five million of dollars. The silk has become the great staple of the export trade of this port. This past year, in consequence of the great demand in Europe created by the inundation in France, the export has doubled.

But little silk, comparatively speaking, has yet been sent to the United States ; but the trade in that article shows a regular and healthy increase.

Opium forms a most important portion of the import trade. While it is contraband by all treaties, yet the flags of all nations cover it. Through this drug and the cotton goods of Manchester, England controls the trade of the East, renders London the banking-house of the world, and obliges all nations to pay her tribute by commissions, exchanges, &c. Companies of steam lines are subsidized, which, in their turn, empty into her lap the proceeds of the joint enterprise.

When the United States shall establish a line of steamers across the Pacific, from California to China, then they will begin to share with England a fair proportion of the rich commerce of the East, as well as improve the advantage they possess of a much superior geographical position.

The drain of silver from Europe to supply the immense trade of this port the last year has attracted much attention throughout the world.

By the mail line of steamers there has been imported rising of fourteen million, and by other vessels as much more.

In conclusion, I have only to remark that, so far from the trade of this port being in "abeyance," it is greater than ever before, and is now equal in value to the whole foreign trade with China five years ago.

Statement exhibiting the description, quantities, and values of the principal imports and exports at the port of Shanghai during the half year ending 31st December, 1856.

IMPORTS.

Merchandise.	Pieces.	Piculs. Catties.	Packages.	Values in dollars.
Alum		5,343 10		5,343 10
Anise-seed		1,787 99		13,409 92
Bamboo ware		76 70		383 50
Beaver skin	182			473 00
Betel-nut		4,548 40		13,645 20
Betel-husk		292 30		584 60
Bicho de mar		3,976 99		47,723 88
Birds' nests, middling		82 87		82,870 00
Birds' nests, inferior		51 62		1,290 50
Birds' feathers	67,400			4,718 00
Blankets	400			1,600 00
Bombazettes	203			2,030 00
Buffalo's hide		332 92		2,330 44
Buffalo's horn		52 07		156 21
Cambricks	400			800 00
Camlets	1,680			21,840 00
Camlets, Dutch	60			1,560 00
Camlets, imitation	210			945 00
Camphor		4 34		651 00
Cardamoms		758 88		7,588 80
Cassia		671 66		2,706 64
Cassia buds		34 31		308 79
China root		22		110 00
China ware		25 35		152 10
Cinnamon		139 14		5,565 60
Cloths, habit	2,150			51,600 00
Cloths, medium	240			3,600 00
Cloves, picked		874 02		6,992 16
Coals		124,704		74,822 40
Coir		725 27		2,175 81
Copper		136 05		2,176 80
Copper buttons			188	15,040 00
Copper foil		43 94		1,757 60
Copper ware		102 66		1,642 56
Cottons, dyed	17,323			43,307 50
Cottons, fancy	79,769			159,538 00
Cottons, printed	3,373			7,420 60
Cotton yarn		60		900 00
Cutch		33 60		268 80
Damasks	40			120 00
Deer's horn		41 98		419 80
Deer's skin	34			102 00
Dragon's blood		53 71		429 68
Drills, gray	221,096			552,740 00

IMPORTS—Continued.

Merchandise.	Pieces.	Piculs. Cattles.	Packages.	Values in dollars.
Dye stuff		183 01		549 03
Ebony		4,016 33		8,240 82
Fans	42,300			423 00
Fish, dried		80 85		1,617 00
Fish maws		75 37		1,055 18
Fish skin		201 80		1,009 00
Flints		7,860		7,860 00
Fruits, dried		722 34		2,167 02
Fungus		55 20		1,104 00
Fustians	760			3,800 00
Galangal		1,704 05		5,112 15
Gambier		715 20		2,145 60
Ginseng		125 48		25,096 00
Glass			3,826	13,391 06
Glass ware		274 70		1,922 90
Glue		66 47		531 76
Gold thread			1	500 00
Glass cloth		23 82		428 76
Gum benjamin		233 05		1,864 40
Gum olibanum		94 12		752 96
Handkerchiefs	54,159			32,495 40
Indigo, dry		1,293 57		25,871 40
Indigo, liquid		6,611 23		13,222 46
Iron		21,615 23		64,845 69
Iron wire		82 81		662 48
Ivory		46 98		4,698 00
Jeans	980			2,156 00
Lacquered ware		48 2		1,920 80
Lastings	744			6,669 00
Lead, pig		15,185 77		98,707 50
Lead, red		79 90		639 20
Lead, white		3,474 70		24,322 90
Lead, yellow		422 70		3,381 60
Leather, manufactures of		36 90		258 30
Lilies, dried		84 90		339 60
Lily root		79 90		399 50
Linseed		310 40		620 80
Longcloths, gray	629,392			944,080 00
Longcloths, white	100,792			171,346 40
Longells	17,438			95,909 00
Lychees		81330		3,253 20
Mace		5 90		177 00
Mangrove bark		29,561 27		23,649 2
Medicinal bark		90		900 00
Medicines		2,481 22		19,849 76
Mussels, dried		2,527 2		7,581 6

IMPORTS—Continued.

Merchandise.	Pieces.	Piculs. Cattles.	Packages.	Value in dollars.
Myrrh		24 70	-----	197 60
Nutmegs		99 85	-----	798 80
Nut galls		21	-----	147 00
Oil		136 88	-----	821 28
Olives		37 20	-----	111 60
Orange peel		713 45	-----	4,994 15
Oyster shell		155 50	-----	155 50
Paint, green		143 14	-----	1,717 68
Paper, native		1,052	-----	6,312 00
Paper, manufactures of		40 87	-----	490 44
Peas		548	-----	1,096 00
Pepper		6,546 67	-----	45,826 69
Prawns, dried		1,636 14	-----	6,544 56
Preserves		490 2	-----	3,430 14
Prussian blue		30 84	-----	925 20
Putchuck		252 82	-----	2,022 56
Quicksilver		42 31	-----	1,692 40
Ratans		17,922 93	-----	53,768 79
Ratans, split		75 10	-----	150 20
Rhinoceros hide		46 35	-----	463 50
Rhubarb		23 92	-----	478 40
Rice		110,061 95	-----	220,123 90
Saltpetre		427	-----	4,270 00
Seaweed		1,456 54	-----	4,369 62
Seeds, flower		442 99	-----	2,214 95
Sharks' fins		559 5	-----	8,385 75
Sharks' skin		220 37	-----	1,322 22
Sheepskin	13,000		-----	1,300 00
Sheetings	25,060		-----	576,640 00
Shoes, straw			206	1,030 00
Silk ribbons			291	46,560 00
Silver thread			1	250 00
Snuff		674 78	-----	6,747 80
Soap stone		51 10	-----	204 40
Spanish stripes	12,290		-----	196,640 00
Steel		881 97	-----	4,409 85
Sticklac		618 26	-----	1,854 78
Sugar, brown		106,271 52	-----	265,678 80
Sugar, white		35,043 99	-----	140,175 96
Sugar candy		6,595 61	-----	32,978 05
Sulphur		500	-----	2,000 00
Tallow, vegetable		153 92	-----	615 68
Tigers' bones		47 20	-----	424 80
Tin		13,747 63	-----	384,933 64
Tin foil		115 45	-----	3,463 50
Tinder		152 15	-----	608 60
Tobacco, native		2,634 66	-----	21,077

IMPORTS—Continued.

Merchandise.	Pieces.	Piculs. Catties.	Packages.	Values in dollars.
Tortoise feet		18 53		2,779 50
Tortoise shell		54 30		13,575 00
Twills	312			733 20
Umbrellas	300			7,500 00
Vegetables, dried		65		195 00
Velveteens	9,032			36,128 00
Velvets	11,257			54,033 60
Vermilion		277 51		9,712 85
Watermelon seed		73		219 00
Wax, white		974 31		29,229 30
Wood, Brazil	8,780			3,300 00
Wood, Dotchin		138 3		138 03
Wood, dyed		1,419 35		851 61
Wood, Garroo		5 99		359 40
Wood, Kladang	105			511 00
Wood, Kransee		1,585		1,585 00
Wood, Laka		2,112 36		5,280 90
Wood, red		2,210 50		4,421 00
Wood, sandal		5,245 99		36,721 93
Wood sapan		30,145 71		60,291 42
Wood, scented		994 70		3,978 80
Wood, masts, beams, &c	46,384			70,647 00
Wood, manufactures, of		115 29		1,383 48
Woolen and cotton mixtures	532			4,256 00
Sundries				
Total	1,368,267	603,854 78	4,513	5,189,821 62

EXPORTS.

Merchandise.	Pieces.	Piculs. Catties.	Packages.	Values in dollars.
Alum.....		5,606 77		5,606 77
Bamboo shoots.....		1		5 00
Bamboo ware.....		5 68		51 12
Buttons, copper.....			2	80 00
Carpeting.....		251 75		7,552 50
China root.....		253 81		2,538 10
China ware.....	169,381			6,775 24
Copper, Japan.....		4,120 94		73,417 04
Copper ware.....		615 23		9,228 45
Cotton.....		5,811 56		46,492 48
Cotton, inferior.....		761 30		3,806 50
Cotton twist.....		22		264 00
Crape.....		10 38		3,114 00
Dates, preserved.....		2,023 86		20,238 60
Earthenware.....	235,899			7,076 97
Eggs, preserved.....		83 44		292 04
Fans.....	338,500			20,310 00
Fish, dried.....		1,084 59		21,691 80
Fish maws.....		51 25		1,281 25
Fruits, dried.....		2,856 85		5,713 70
Fungus.....		10 40		124 80
Furs.....	32			140 00
Garlic.....		347 10		694 20
Ginseng.....		15 89		3,972 50
Gauze.....		3 97		297 75
Glassware.....		145 89		583 56
Gold thread.....			188	7,520 00
Gypsum.....		45 24		54 28
Hair, camels'.....		124		992 00
Hair, goats'.....		46 50		139 50
Hams.....		1,365 52		13,655 20
Horns, deer's.....		2 66		1,596 00
Horns, goats'.....		74 12		222 36
Ink, India.....		10		120 00
Lacquered ware.....		12 85		385 50
Lamp wicks.....		127		1,524 00
Lilies.....		1,229 56		4,918 24
Lily seed.....		79 25		792 50
Licorice.....		280 77		982 69
Manure.....		689		689 00
Medicines.....		2,899 77		23,198 16
Mushrooms.....		3 09		1,236 00
Nankcen.....	571,800			171,540 00
Oil cake.....	118,556			47,422 40
Paper.....		412 26		4,122 60
Paper, manufactures of.....		20 34		284 76
Peppermint leaf.....		33 80		135 20

EXPORTS—Continued.

Merchandise.	Pieces.	Piculs. Catties.	Packages.	Values in dollars.
Rhubarb.....		581 89		20,366 15
Samshoo, (Chinese wine).....		313 90		941 70
Seaweed.....		2,442 25		7,326 75
Seeds.....		79 33		317 32
Silk, raw.....		47,129 92½		13,548,648 20
Silk, thrown.....		4,886 35¼		1,582,408 06
Silk, coarse.....		1,034 10		155,782 07
Silk, refuse.....		780 51		25,261 65
Silk cocoons.....		278 75		16,519 60
Silk, piece goods.....		1,128 79		225,758 00
Silk thread.....		32 90		3,948 00
Silkworms' eggs.....			79	7,097 00
Sinews, buffaloes'.....		38 20		305 60
Sinews, deer's.....		16 95		203 40
Straw braid.....		169 74		1,188 18
Straw shoes.....			113	678 00
Tallow.....		230 60		922 40
Tea, black.....		58,218 68½		932,161 70
Tea, green.....		142,181 67½		3,456,415 08
Tin foil.....			54	1,620 00
Tobacco.....		258 32		1,808 24
Towels.....	820			164 00
Twine.....		69 10		829 20
Umbrellas.....			1,896	3,318 00
Vegetables, dried.....		217 80		980 10
Vermicelli.....		500 86		1,753 01
Watermelon seeds.....		552 35		1,657 05
Wax, yellow.....		40 57		811 40
Wood, manufactures of.....		2		28 00
Wool.....		1,177 24		8,240 68
Sundries.....				
Total.....	1,434,968	293,902 17¾	2,332	20,530,337 30

Export of silk from Shanghai to the United States from January 1, 1856, to January 1, 1857.

Kinds of silk.	Number of pieces.	Number of piculs.	Value per piece.	Value per picul.	Cost in Carolus dollars.	Grand aggregate in Carolus dollars.
White pongees.....	17,498		\$4 00		69,992 00	732,600 20
Nanking pongees.....	35,099		1 80		63,178 20	
Sarsnets.....	15,649		5 50		86,179 50	
Mixed kinds.....	4,275		3 50		14,962 50	
Raw silk.....		711.84		\$250 00	498,288 00	

Table showing the quantity and value in dollars and sterling of the silk exported from Shanghai to all the world for the four years ending December 31, 1856.

Exports.	Bales.	Average price per bale.	Value in dollars.	Exchange.	Value in sterling.
				<i>s. d.</i>	<i>£. s. d.</i>
Six months ending June 30, 1853	7,971	\$260 00	2,590,575	5 4	686,653 6 8
Six months ending December 31, 1853.....	35,336	192 00	6,784,512	7 1	2,402,848 0 0
Total for the year 1853	43,307	-----	9,375,087	-----	3,089,501 6 8
Six months ending June 30, 1854	21,909	188 00	4,118,892	6 4	1,304,315 16 0
Six months ending December 31, 1854.....	28,973	203 00	5,881,519	6 4	1,862,481 0 4
Total for the year 1854	50,882	-----	10,000,411	-----	3,166,796 16 4
Six months ending June 30, 1855	24,624	197 00	4,840,928	6 5	1,553,131 1 4
Six months ending December 31, 1855.....	30,214	208 00	6,284,512	6 8	2,094,837 6 8
Total for the year 1855	54,838	-----	11,125,440	-----	3,647,968 8 0
Six months ending June 30, 1856	25,997	212 00	5,511,364	6 8	1,837,121 6 8
Six months ending December 31, 1856.....	64,062	230 00	14,734,260	7 4	5,402,562 0 0
Total for the year 1856	90,059	-----	20,245,624	-----	7,239,683 6 8

Particulars relating to the opium trade of Shanghai, January 1 to December 31, 1856.

January 1: Stock of malwa, 1,800 chests; of patna, 950 chests.

	STOCKS.		IMPORTS.		DELIVERIES.		AVERAGE PRICE.	
	Malwa.	Patna.	Malwa.	Patna.	Malwa.	Patna.	Malwa.	Patna.
January 31	2,000	1,500	2,650	1,450	2,450	900	\$400	\$300
February 29	2,400	1,000	2,500	500	2,100	1,000	390	330
March 31	2,700	1,100	2,200	700	1,900	600	430	350
April 30	2,100	1,500	800	800	1,400	400	410	335
May 31	1,550	1,000	700	500	1,250	1,000	385	305
June 30	3,550	1,600	3,950	1,500	1,950	900	355	275
July 31	2,500	1,500	1,550	900	2,600	1,000	355	280
August 31	2,600	1,550	2,700	1,050	2,600	1,000	340	280
September 30	2,100	1,000	1,700	400	2,200	950	340	300
October 31	1,600	1,000	1,100	1,100	1,600	1,100	390	320
November 30	3,100	1,950	2,600	1,550	1,100	600	360	295
December 31	2,400	1,200	1,500	150	2,200	900	380	320
Stock 1st January			23,950	10,600	23,350	10,350		
			1,800	950				
Less deliveries			25,750	11,550				
			23,350	10,350				
Stock 1st January, 1857.....chests..			2,400	1,200				

The above relates also to Ningpo, which market is supplied from Woosung, and not by direct shipments from Hong Kong; therefore, from the above deliveries, about 200 chests malwa and 100 chests patna are sold in Ningpo each month.

FOOCHOWFOO.

JANUARY 1, 1857.

The tea exported in American ships visiting this port during the last quarter amounted to 4,824,198 pounds, valued at \$715,000.

The entire number of American ships which arrived in 1856 was 34, and one ship-of-war—the United States ship *Levant*.

To give an idea of the increase of foreign trade at this port, I would remark that, in the year 1853, (the year the port was opened for trade,) there were only 6 American ships; in 1854, there were 12 American ships; in 1855, 27; and in 1856, 34. The whole number of foreign ships which entered this port in 1853 was 14; in 1854, there were 50; in 1855, 117, and in 1856, 175.

There is very little done here in the way of imports, except in opium.

In this article there is an immense trade, a single firm selling in one month more than \$200,000 worth. Nearly every firm in the port imports opium, with the full sanction of the Chinese authorities. There is scarcely a day, and never a week, in the year when opium is not landed in open day within ten feet of the door of the custom-house, and, of course, in full view of the officers. There is, I believe, an understanding between the importers of this article and the officials that the latter are to receive \$10 on each chest landed, which amount goes to the custom-house officers, and is divided among them, from the collector down to the custom-house boatmen, each receiving according to his rank.

APRIL 27, 1857.

I have the pleasure to inform you that Mexican dollars are now received at the custom-house in payments of duties, at a discount of two per cent. as compared with the chopped or Foochow dollar.

This measure is regarded as a most important one, as it is believed the Mexican dollar will shortly be received at par, and thus place the currency of the port in a very favorable condition compared with what it has been since the commencement of trade here. A few days previous to the adoption of this regulation Mexican dollars were at a discount of 12 per cent. as compared with the chopped or Foochow dollar, and the rate of discount on them was slowly but gradually increasing, and would, in all probability, eventually have placed the chopped dollar as far above the Mexican at this port as the old Spanish dollar is above the Mexican at Shanghai.

This measure has been brought about in spite of great opposition of some of the Chinese officials and government bankers, but not without much trouble and labor covering many months.

I believe I have written more communications, and had more interviews upon this subject, than all others together, (if I except those concerning the murder of Mr. Cunningham.) The importance of the measure can only be fully appreciated by those directly engaged in the China trade.

AMOY.

JULY 4, 1857.

Among the principal articles imported into Amoy during the year 1856, in British vessels, were 11,527 bales of cotton, 12,950 pieces of longcloths, 2,485 bales of cotton yarn, and 64 bales of cotton thread. None of these articles were brought direct from England or other distant countries, but from Hong Kong, Singapore, &c., so that it does not appear what proportion of these articles are of American production. Most of the raw cotton is, probably, from India, and the yarn and longcloths chiefly from the United States.

Of the principal articles exported from Amoy, in British vessels, are Chinaware, in value \$86,458; sugar, \$52,969; sugar-cane, \$127,647; tea, \$51,967; tobacco, \$12,770; rice, \$227,647. The exportation of rice is now prohibited by the Chinese authorities.

Among the articles imported no mention is made of the drug opium, (it being a contraband article,) though the quantity imported into Amoy probably amounts in value to more than all other British imports combined.

NINGPO.

MAY 14, 1856.

Ningpo is destined to become an important mart whenever it shall suit the interest of foreigners to avail themselves of its peculiar advantages. The city is situated between the fork of the river, which divides into two branches at this point, with populous suburbs on either side. The streets are wider than those of any city I have before seen in China; and the people, the merchants, and gentry apparently superior in their physical development to those of Canton, Amoy, or Shanghai, and of fairer complexion.

On my return here there were some eight or ten foreign vessels of different nations in the port, and a numerous fleet of junks; and also a Chinese-owned steamer, indicative of the extent of the Chinese trade at this port. Scores of smaller craft were laid up and housed upon either bank of the river, the wooden anchors buried in the mud to protect them from the influence of the sun. These vessels are chiefly employed in the coasting trade, and are thus protected while waiting for the northeast monsoon.

The approach to the port of Ningpo presents no particular difficulties. Good anchorage can be obtained off Ketaw point, or in the inner or outer harbor of Chusan, or at Lookong, opposite to and about ten miles distant from Changhai. The harbor of Changhai is perfectly safe and capable of affording entrance to vessels of a large draught. The river, although in some places having only two and a half fathoms in the channel at low water, has no dangers, save such as have been lately created by the reprehensible practice of throwing ballast overboard; and at the top of high water vessels of a heavy draught might be safely towed out to sea by a steam-tug.

In consequence of the prevalence of piracy upon this coast a considerable share of the carrying trade of China is now carried on in foreign bottoms; as will be seen, most of the vessels so employed are under other than American flags. Many of them are old and unseaworthy ships, which have been purchased by the Chinese for this purpose. These vessels have been allowed to enter freely and discharge their cargoes and reload again at the ports of Wan-chau and Ping-wyan, (or Bing-en,) in this province; and also at Swatow and other ports in the provinces of Fuh-keen and Canton. This trade promises to increase, and is worthy of

important consideration ; not only as capable of furnishing employment to quite a number of American vessels that are sometimes detained waiting for cargoes, but as tending to throw open to foreign trade ports in China to which foreigners are not allowed access by existing treaties. It appears to me that American vessels of a draught not exceeding sixteen feet (when loaded) might be very advantageously employed in this trade between Ningpo and Fuh-Chou, or between Swatow and Hong Kong ; and that, if arrangements could be made to insure their cargoes, many Chinese merchants would gladly avail themselves of the opportunity to employ them.

During the month of April, 1856, there arrived at Ningpo three vessels under the American flag, four under British, two under Hamburg, and one under a Danish flag.

At Chinhaï, at the mouth of the Yung river, there is high water, at full and change of the moon, eleven hours ; rise and fall of tide, sixteen feet. At Ningpo, twelve statute miles from Chinhaï, high, at full and change of moon, fifty-six minutes ; rise and fall of the tide, twelve feet. Maximum temperature in August, 102 degrees Fahrenheit ; minimum in February, 22 degrees. Number of rainy days in one year, 132 ; amount of rain in one year, 35 to 65 inches. The water commences to rise before the current turns to run up the river, and the ebb makes at the sides of the river some time before the current has ceased to run up in its middle. After heavy rains the current frequently continues seaward for two or three days. During strong northeasterly winds the ebb is retarded, and the water rises as high on the 8th and 23d of the moon as at the full and change. The converse holds good during southwesterly winds. By the time a vessel at anchor in the middle of the river begins to swing with the tide the water has already fallen from three to six feet.

The department of Ningpo produces annually about 20,000 chests (large and small) of green teas, or about 10,000 piculs. The picul is the same as that at Canton, or $133\frac{1}{2}$ pounds. The department of Shaking, adjoining Ningpo, produces annually about 40,000 chests, (large and small,) or about 17,000 to 18,000 piculs. Green teas may also be brought to Ningpo from Yeachan, (or Nyintsin,) in this province, and from Hwinchan, in the province of Ngan-hwi adjoining Chikiang. These teas are now carried to Shanghai, inland, at a considerable expense for transportation, and must pass the custom-house at Hangchau, where, for every picul weight, a transit duty is levied of five tsien (or mace) upon the teas, two mace duty upon the lead used in the lining of the tea-chests, and one mace for inspection fees, &c.

To these has been added, since the breaking out of the Kwang-si rebellion, a military duty of eight mace, making a total of one tael six mace per picul, gross weight. In addition, it is said that the custom officers at Hangchau extort from the tea merchants by compelling them to reckon seventy catties as a picul and to pay duties accordingly.

If the teas above referred to were brought to Ningpo they might be shipped at a considerable lower price than they can be shipped for at Shanghai, as by this route the cost of transportation would be much diminished, and the transit duties and extortions of the Hangchau custom-house would be entirely avoided.

There are three establishments in Ningpo for assorting and preparing green teas for the foreign market, the workmen in which are principally from Hwinchan.

It is very difficult to ascertain what additional transit duties have been imposed upon foreign goods at these inland custom-houses since the commencement of the rebellion ; but, from the best information I can obtain, I believe it amounts, upon domestics, to from ten to twenty cents per bale.

The following enumeration embraces the different kinds of green teas grown and prepared in the vicinity of Ningpo :

Gunpowder, first, second, third, fourth, and fifth quality ; young hyson, first, second, third, fourth, and fifth quality ; imperial flower, first and second quality ; imperial pearl, first and second quality ; Lunglo, first quality, old ; second quality, old hyson, hyson skin.

SANDWICH ISLANDS.

LAHAINA.

SEPTEMBER 30, 1857.

The amount of imports during the last year are believed to be about the same as in the preceding, but the relative amounts I have no means of absolutely determining.

There are no articles exported from this consular district to any foreign country ; all of the little there is for exportation goes to Honolulu, and is thence shipped to the foreign port.

The amount of the capital of citizens of the United States employed here cannot be definitely ascertained.

By far the largest part of the foreign capital here, indeed of all the capital, is from the United States, and in the hands of their citizens. There are three shipchandleries here, two of which belong to them ; the retailing of dry goods is, with two exceptions, in the hands of the Chinese.

Upon this island (Mauī,) there are two sugar plantations, one of which produced in 1856 170 tons of sugar of good quality, and about the same in 1857 up to this time, besides the molasses.

The other made sugar, for the first time, this year, and its gross receipts were \$17,000 ; this government prohibits the distillation of spirits from the refuse of the grinding, except under such onerous regulations as render it inconvenient or unprofitable ; hence large profits, usual at such establishments, are lost. Each of these plantations cultivates in cane about three hundred acres. The owners of a stock farm of about 5,500 acres, once used in part for cane, contemplate reappropriating 300 to 400 acres of it for the raising of cane.

The climate and much of the soil is well adapted to cane. From one acre of the last named plantation was made, in one year, 3 tons, 300 pounds of sugar ; 2 tons can be readily made with care, and one ton surely at all times, besides the molasses, &c.

The cane is planted but once in 6 years, grows vigorously, and matures in 18 to 20 months ; it is so arranged and cultivated that a crop comes in from some part each year. The second year it requires no cultivation ; a less quantity for planting is required than in the United States. They take their own time for harvesting or cutting it, are not hurried by fears of frost, &c., and it is not injured by standing. About 25 hands are employed on each of the two plantations for cultivation, and 60 when grinding. The overseers are white men, foreigners ; the workmen are almost wholly natives of these islands, at \$5 to \$6 per month and boarded ; their board consisting of fish and *poi*, or meat instead of fish ; much of the meat is goat meat ; their board costs \$3 per month. The attempted use of Chinese coolies as laborers is a failure. Sugar and coffee will bear shipping to California, Oregon, &c., and may therefore be profitable ; it is intended to ship the sugar from here.

On the different islands of this group there are a great number of horned cattle, horses, and many goats and sheep ; on this island (Mauī,) there is but one stock farm, the one above named,

of 5,500 acres, where are from 1,200 to 1,500 cattle and 700 sheep. There are two sheep farms on Molokae of 300 to 500 each, and increasing. There are many cattle and sheep raised by the inhabitants in small numbers each; the beef and mutton is of *good* quality; the wool is coarse. The climate and soil of the mountains, at and above 2,500 feet elevation, is well adapted to the raising of stock of all kinds. From 300 to 500 barrels of beef are annually packed in this district, most of which goes to the whaling fleet, at about \$10 to the packer and \$13 to the ships. A little has been sent to California as an experiment; it probably can never successfully compete, in the markets on the western coast of America, with the beef raised there. Turk's island salt is generally used in packing, and the barrels are all imported. More salt is made here by solar evaporation than is used here; but it is seldom used in packing for long voyages, though it is for many purposes; some of it is sent to Oregon, &c.

The cotton plant (whether indigenous or not is doubtful) grows wild and luxuriantly, attaining the height, sometimes, of 20 feet. Samples of the cotton sent to the United States have been pronounced equal to the best Sea Island, and to be the true Sea Island cotton. It requires planting but once in 4 or 5 years, and will produce 1,000 pounds per acre; it can be picked here 10 months out of the 12, and has fewer diseases than in the United States. The boll-worm and cotton lice only trouble it, and these not to a great extent. Thousands of acres in Maui, Hawaii, and Kauai, are finely adapted to it; but it is not cultivated as a crop, for, from the indolence of the natives, it would be useless, and almost none is picked.

Coffee of a good quality can be raised here, and might be made a valuable crop, as it is in Hawaii and Kauai; as yet it is not raised here in any quantity.

The climate and much of the soil is finely adapted to the raising of the grape, and a large quantity of wine some years hence must be made for exportation; none is yet manufactured, except in small quantities, rather as experiments; indeed, the islands are not liberally supplied with grapes for the table.

The Indigo plant thrives wonderfully, and, though introduced but a few years since, has spread and grown wild over this island until it has become a great nuisance. The experiment made to produce indigo of a good marketable quality was unsuccessful; whether from any defect in the species of the plant cultivated, the soil or climate, or the process of manufacturing, is not known; the hope is not abandoned that it may become a crop of the island.

Indian corn and wheat thrive and produce well, and the islands could readily produce more than they need, were it not for the caterpillar. Some thousands of bushels of wheat are annually produced and some corn.

The caterpillar is the great curse of agriculture in these islands. They come in successive generations through the year, appearing after a rain succeeded by sunshine, and their numbers are truly wonderful; in 24 hours they will lay waste a crop of 100 acres of wheat; they attack almost every green thing. The cane resists them better than almost any other crop and suffers but little; if the crop or grass can rise so as well to shade the ground, having no sunshine upon them, they appear not at all, or in small numbers.

Sweet potatoes are an abundant and valuable crop, and will bear transportation to the north-west coast of America. The white potatoe at a certain elevation, and above, on the mountains, is cheaply produced in abundance and of excellent quality; but the difficulty of bringing them down the mountains makes them an expensive article here and too costly to ship.

The amount of navigation owned in this consular district is as follows, viz:

Schooner "Warwick," built in Boston, United States, 1849, 19 tons.

Schooner "Mauikino," built in Mauï, 1846, 30 tons.

The banana, pine apple, fig, date, guava, and arrowroot thrive and do well. None of these are exported, except arrowroot in limited quantities. Its careless preparation deprives it of its proper place in the market of San Francisco, but all that is sent finds a sale.

The character and low grade of civilization of the inhabitants make the condition of the country very different from what might be expected of its soil, productions, and climate ; of the last there is a variety according to localities, all desirable and generally equal to any in the world.

The natives have but a feeble religious sentiment in their constitution, and that is yet filled and satisfied by their original faith. They have, as yet, but a limited and feeble appreciation of the Christian religion, or its elements, and other considerations are more influential upon their lives. They are untruthful, deceitful, have, if any, a feeble sense of the obligations of an oath, are thievish, indolent, licentious, especially the females. These are characteristics expressive of no high progress in civilization. There are, of course, many individual exceptions. Without stating the reasons for it, the general opinion is, they must early pass away, and the Caucasian race occupy the country.

The character of the hands, whether friendly or the reverse, into which the government may fall, is all important to the interests of the United States in this quarter of the world.

Tabular statement exhibiting the amount of merchandise, all supposed to be of the growth or manufacture of the United States, imported into the consular district of Lahaina, in American vessels, from October 1, 1856, to September 30, 1857.

Cottons.....value..	\$4,410	Saleratus.....pounds..	1,325
Woolens.....do....	\$1,462	Cigars.....number..	35,700
Boots and shoes.....pairs..	1,146	Butter.....pounds..	2,562
Flour.....barrels..	655	Medicine.....cases..	26
Tea.....boxes..	29	Lumber.....value..	\$619
Bread.....pounds..	66,515	Furniture.....do....	\$1,049
Tobacco.....do....	10,487	Oil.....barrels..	133
Soap.....do....	9,971	Boats.....number..	22
Pork.....barrels..	84	Hardware.....value..	621
Beef.....do....	73	Brooms.....number..	118
Fish.....do....	78	Cordage.....pounds..	11,100
Preserved meats.....cans..	164	Clothing.....cases..	18

HILO.

SEPTEMBER 30, 1857.

In conformity with the instructions dated 10th November, 1856, I have to report that, by an amendment of the constitution of this kingdom, approved 15th September, 1856, the legislative body is required to assemble biennially ; consequently, there have been no changes or modifications in the commercial system of this country since my report of the 12th January, 1856.

As I have before remarked, there are no exports from this island direct to the United States ; the articles produced, such as sugar, coffee, pulu, arrowroot, hides, and goat skins, are sent to Honolulu for a market.

The imports are confined to such articles as may be bartered or sold by whalers to the amount allowed by treaty stipulation.

A considerable quantity of salted beef is annually put up at Waimea, in the northwestern part of this island, which, being sent to Honolulu and this port, is generally purchased by whalers.

The coffee crop on these islands will fall short, probably more than one-half, the cause being a parasitical insect which destroys the vigor of the plant. They have been particularly injurious on the leeward island, Kauai; the sugar cane is not affected by them, and the sugar crop is expected to be abundant.

Two new sugar plantations have been commenced within the present year in the vicinity of this place, owned by Chinese; one, about 4 or 5 miles to the north, has been in successful operation for several years. Should the present price of sugar continue, (viz: 9 to 10 cents at Honolulu,) they cannot fail to be profitable.

About 162 American whalers are expected to arrive at the ports of the Hawaiian islands in all the months of October and November.

Exchange on the eastern ports of the United States is not yet fixed, and will depend on the demand for money by the whalers.

Large importations of goods from eastern ports of the United States, as well as from England, have been received at Honolulu recently.

FRIENDLY AND NAVIGATOR'S ISLANDS.

APIA.

MARCH 31, 1857.

The trade of this consulate for the last quarter has been very dull and limited, as is usually the case from the end of November to the end of March in each year; at which time the weather is wet and boisterous, rendering these seas not very safe for vessels, and impeding proportionally the intercourse of the local resident traders with the neighboring islands, thus interfering with the collecting together of produce for export. Cocoa-nut oil, which is the chief article of export, is shipped annually to the amount of 300 tons; this is purely Samoan, and does not include such oil as may be brought hither from Tonga or elsewhere for the purpose of shipment for foreign [places.] Sydney and Valparaiso are the two chief markets for this article. The value of the merchandise annually imported here in return for the oil shipped away, and also to meet the requirements of these islands, is, as nearly as I am able to ascertain, \$60,000, consisting of general assortments; tobacco, cutlery, axes, &c., are chiefly American manufacture; the soft goods, groceries and spirits, are principally British; from Java, Manila, and China, through Sydney, the place is supplied with sugar, coffee, and tea. The proportion of American merchandise, as compared with that of other countries, is about as 1 to 3 of the whole amount, the whalers invariably leaving a portion of merchandise in payment for their supplies.

The consumption of articles of foreign manufacture is very fluctuating, depending as much upon the ability as the willingness of the natives to purchase. During their wars, which are liable at any moment to break out, a large amount of their producing force is wasted; in time of peace, where trade is not interfered with by legislation, the demand for foreign goods is one that gradually increases; as one want is satisfied, others arise; and from step to step they will, in such a case, materially extend the consumption. Their ridiculous social system, however,

interferes greatly with the progress of general commerce. The old men of a district can, at any time, and do, for a period varying from three to nine months, or more, prohibit the sale of oil, vegetables, fruit, &c., and, in fact, cause an entire cessation of intercourse with foreigners, as was the case at Savaii until within the last week, as noticed in my despatch (No. 7) of the 17th February ult., and as is now the case at Tutuila, where, for the last nine months, the natives have refused, and steadily persist in refusing, to sell, except at such prices as amount to a total extinguishment of trade.

The average price of cocoa-nut oil here, for the quarter, has been from \$80 to \$100 per ton; the oil is bought by the pound sterling, (£,) and payment is made in dollars, at \$5 to the £; it is always bought without casks.

There are no duties leviable here, nor prohibitory regulations of any description. The port charges are: Harbor dues, \$4 to \$6, according to the size of the vessel; pilotage, \$8 to \$10, (a single charge for in and out,) according to the size of the vessel. At present the amount of capital employed in this group is more than will yield profitable returns to all; and although the produce sent hence meets with ready sales in Australia and South America, yet such is the competition that a business must be very economically conducted to pay. The field is completely occupied by traders of all nations.

H A Y T I.

CAPE HAYTIEN.

APRIL 15, 1857.

The number of American vessels at this port during the last quarter has been unusually small, but the imports and exports from and to the United States compare favorably with those of preceding quarters. The Haytien currency remains firm at the rate of sixteen Haytien dollars to one Spanish or American dollar.

Trade between this port and the United States is in a prosperous state. A large quantity of American provisions are imported here yearly, and upon these importations the people are entirely dependent for their daily food. Agriculture here is now almost entirely neglected, and a soil which has probably not its equal in the world for richness and fertility is allowed to run entirely to waste. During the four years which I have been a resident of the country, the provisions raised here have more than tripled their value.

The political state of the country is very quiet. On the demand of the consuls general of France and England at Port au Prince, the emperor has granted a truce to the inhabitants of the eastern or Dominican part of the island, to commence from the 14th of February, 1857, and to extend until the same date in the year 1859. In consequence, orders were immediately given to cease all hostilities on the line occupied by the military posts and garrisons of this government. The minister of foreign affairs, in his despatch of the 19th March, has, besides, announced that the emperor permits to the inhabitants of the eastern part to travel freely, and to transact all kinds of business, either civil or commercial, within the extent of the empire. If this truce is accepted a great benefit will result from it to the commerce of this port, as a large trade may at once be opened with the eastern part, the frontiers of which are only about fifty miles distant from this city.

No change has occurred during the past quarter in any of the commercial regulations or revenue laws of the country,

MEXICO.

VERA CRUZ.

APRIL 15, 1857.

I have the honor to enclose—

1. A statement of the amount of logwood exported from Laguna during the year 1856 ; and
2. Exports of mahogany from Goatzacoalcos (Minatitlan) during the last 8 years.

The duties received at this custom-house during the year ending December 31, 1856, amount, according to a statement just published, to \$6,127,060 81; of this sum I doubt if $\frac{1}{2}$ accrued from American trade.

There were some 6,000 to 7,000 bales (175 to 200 pounds each) of cotton grown in this country during the year, and about 2,800 ceroons (200 pounds nett) of cochineal. This last crop fell short some 800 ceroons on account of heavy rains in the State of Baxaca.

The amount of cotton imported from the United States (New Orleans solely) during the last three months was :

Bales	3,512
Half bales 7,369 =	3,684 $\frac{1}{2}$
Total bales	<u>7,196$\frac{1}{2}$</u>

Statement of logwood exported from Laguna during the entire year 1856.

Destination.	No. of vessels.	Nationality.	Quintals.
Havre	17	French	103,772 $\frac{1}{2}$
Liverpool	22	English	98,154 $\frac{1}{2}$
Queenstown and Falmouth, for orders	{ 7	do	83,277
	{ 3	Hamburg	
	{ 2	Bremen	
	{ 1	Oldenburg	
	{ 1	Danish	
Marseilles	{ 6	French	65,241 $\frac{1}{2}$
	{ 2	American	
	{ 1	Sardinian	
Hamburg	{ 1	Mexican	57,977 $\frac{1}{2}$
	{ 6	Hamburg	
	{ 3	Danish	
	{ 2	Bremen	
	{ 2	Hanoverian	
	{ 1	British	
Bremen	5	Oldenburg	41,500 $\frac{1}{2}$
Bordeaux	7	Bremen	39,836
New York	{ 6	French	27,666 $\frac{1}{2}$
	{ 1	American	
Antwerp	4	Mexican	19,106
		Belgian	

STATEMENT—Continued.

Destination.	No. of vessels.	Nationality.	Quintals.
Barcelona	4	Spanish	14, 093
Havana	2	do	12, 491
	2	American	
Genoa	2	Sardinian	9, 171
	1	Dutch	
Boston	1	American	7, 000
Gibraltar, for orders	1	British	3, 332
New Orleans	1	Mexican	2, 191½
Total	115		584, 810½

Recapitulation during last 8 years.

Quintals shipped in 1849.....	598, 832
Do.....1850.....	442, 949
Do.....1851.....	384, 251½
Do.....1852.....	472, 636½
Do.....1853.....	455, 920
Do.....1854.....	566, 461
Do.....1855.....	678, 988½
Do.....1856.....	584, 810½

Exports of mahogany from Goatzacoalcos during last 8 years.

Year.	Vessels.		Tons.
1849	5	Vessels of different nations	713
1850	1	do	230
1851	6	do	690
1852	5	do	810
1853	7	do	1, 242
1854	13	do	3, 214
1855	19	do	3, 882
1856	32	do	6, 804
	88	Total	17, 585

NOTE.—The exports during the present year will be from 12,000 to 15,000 tons, three-quarters of which to be shipped to England and the remainder to the United States.

AUGUST 15, 1857.

Having lately procured a copy of an official table exhibiting the entire foreign maritime commerce of this port during the year 1856, I have now the honor to enclose it to the department for the use of the superintendent of commercial statistics.

From the said table it will appear that the trade with the United States amounted to—

Imports	\$2,444,805
Exports	1,423,450
	<hr/>
Total	3,868,255
	<hr/> <hr/>

Also, that the imports from and exports to Great Britain during the same period amounted to \$13,559,006.

TAMPICO.

OCTOBER 12, 1857.

I herewith enclose detailed account of exports; gross return of American and foreign trade, including tonnage; average market prices of foreign and Mexican merchandise; average rates of freights hence to the port of New York during the year ending 30th September, 1857.

The prohibited articles of merchandise are designated in the sixth article of the Mexican tariff, 31st January, 1856, a copy of which I forwarded to the address of your predecessor with my No. 8, under date 31st March of that year.

The imports in American vessels from the United States during the year ending 30th September, 1856, amounted to \$433,910, against \$327,686 during the year ending 30th September, 1857, showing a decrease of \$106,224 in the last mentioned year. The exports hence to the United States during the year ending 30th September, 1856, amounted to \$163,898, against \$451,628 during the year ending 30th September, 1857, showing an increase in exports of \$287,730.

The unequal mode of liquidating the duties in the customs of this port, together with the continued special concessions granted by the supreme government to importers on the frontiers, are the actual causes of the decrease in importations from the United States.

The increase of exports hence to the United States during the year ending 30th September, 1857, was caused by the rise in the prices of hides, goat skins, ystle, or henguin, in the United States; all of which have been found to make tolerable good remittances.

I have found it impracticable to furnish detailed statements of the quality and quantity of goods imported in French vessels direct from France; but their cargoes are principally made up of brandy, claret, wine, champagne, preserved fruits, meats and birds, liquors, silks, rich and common jewelry, paper, cutlery, musical instruments, crockery, and glassware, with a variety of fancy goods.

The capital of American citizens in this district may be safely estimated at \$350,000, which is employed in real estate, importing from the United States and Europe, exporting to the same places, and industrial purposes.

In agriculture no improvements have been made in this district worthy of note.

The article known here by the name of *ystle* grows spontaneously in the States of Tamaulipas and San Luis Potosi, and within the past year it has been in much demand in Europe.

It is now used in England for making brushes, cloth for chairs and sofas, and for many uses other than that for cordage. By the vessel which conveys this report to New Orleans I shall do myself the honor to send a sample of ystle to your address.

Statement showing the description and quantities of exports from Tampico in foreign vessels during the periods designated.

	Hemp.	Jalap.	Hides.	Sarsaparilla	Goat skins.	Wool.	Tobacco.	Fustic.
AMERICAN VESSELS	Pounds.	Pounds.	Number.	Pounds.	Dozen.	Pounds.	Pounds.	Tons.
From Feb. 12 to Sept. 30, 1857.	354,613	17,990	13,794	143,742	11,498½	10,520	9,420	18
ENGLISH VESSELS.								
Year ending Sept. 30, 1857	430,900	-----	-----	-----	-----	1,000	-----	-----
FRENCH VESSELS.								
Year ending Sept. 30, 1857	1,311,752	9,600	-----	57,873	-----	-----	-----	19
Total	2,097,265	27,590	13,794	201,615	11,498½	11,520	9,420	37

Statement showing the navigation and trade of Tampico during the year ending September 30, 1857.

Nationality.	Entered.				Cleared.		
	No.	Tons.	Quicksilver, flasks.	Value in dollars.	No.	Tons.	Value in dollars.
American	25	2,842	-----	327,686	25	2,842	451,628
English	9	1,102	-----	646,475	9	1,102	27,148
English steamers	12	-----	2,854	128,430	12	-----	3,422,711
French	15	2,312	-----	388,782	14	2,182	73,400
Sardinian	3	503	-----	79,540	3	503	7,000
Bremen	2	289	-----	42,945	2	289	-----
Hamburg	1	130	-----	25,000	1	130	-----
Hanoverian	1	190	-----	13,500	1	190	600
Total	68	7,368	2,854	1,652,358	67	7,238	3,982,487

Tabular statement showing the navigation and trade of British vessels (other than steamers) at the port of Tampico, from January 1 to September 30, 1857, as aggregated, in part, in preceding table.

Description.	Quantities.	Value.
Colored cottons	1,379,867 yards	\$116,876 32
Printed cottons	618,367 yards	55,781 00
Dyed cottons	84,687 yards	12,738 88
White cottons	656,007 yards	42,930 80
Cotton handkerchiefs	1,400 yards, and 2,533 dozen	3,784 88
Gray cottons	19,200 yards	943 80
Cotton hosiery	1,380 dozen	2,758 80
Cotton thread	4,932 pounds	2,676 52

TABULAR STATEMENT—Continued.

Description.	Quantities.	Value.
Cotton lace.....	95,220 yards.....	\$3,175 04
Woolens.....	34,220 yards.....	20,357 04
Colored woolens.....	1,775 yards.....	1,243 88
Printed woolens.....	1,729 yards.....	484 00
Dyed woolens.....	4,117 yards.....	798 60
Plain linens.....	286,715 yards.....	52,920 56
Cambric handkerchiefs.....	34 dozen.....	96 80
Silk handkerchiefs.....	564 pounds—300 pieces.....	4,501 20
Cotton twist.....	1,800 yards—1,950 pounds.....	1,887 60
Satteens.....	2,700 yards.....	435 60
Rugs.....	100 pieces.....	242 00
Carpets.....	225 yards.....	435 60
Hardware.....	39,200 pounds.....	3,513 84
Iron, wrought.....	5,641 pounds.....	10,246 28
Iron, unwrought.....	99,120 pounds.....	2,720 08
Tin.....	250 boxes.....	2,023 12
Slates.....	22,400 pounds.....	135 52
Ale and beer.....	770 barrels.....	2,250 60
Drugs.....	1,120 pounds.....	242 00
Earthenware.....	.....	280 72
Glassware.....	.....	242 00
		346,723 08

Tabular statement showing in detail the navigation and trade of British steamers at the port of Tampico during the year ending September 30, 1857, aggregated in the preceding table.

Date of arrival.	Ships.	Imports.	Exports.			Total Exports.
		Quicksilver.	Specie.	Produce.	Value.	
1856.		<i>Flasks.</i>				
October 3	Conway	500	\$105,768			\$105,768
30	Solent.	500	34,811			34,811
December 4	do.	500	65,349			65,349
1857.						
January 3	Trent	354	37,664			37,664
February 1	Clyde	500	14,050			14,050
March 3	Solent.		16,549			16,549
31	do.		105,296			105,296
May 1	do.	300	1,886,274	Vanilla, 16 pkgs.	\$20,000	1,906,274
30	do.		25,234			25,234
June 30	Dee.		29,046	Vanilla, 1 pkg.	300	29,346
July 29	do.		1,021,055			1,021,055
August 30	Solent.	200	61,315			61,315
		2,854	3,402,411	17	20,300	3,422,711

Average market prices of the principal articles of imports and exports at the port of Tampico during the year ending September 30, 1857.

IMPORTS.

American cottons.

Brown domestics.....	per yard....	14½ cents.
White “.....	“	13 to 14 “
Blue drills.....	“	18 to 19 “
Drills.....	“	21 to 22 “
Stripes.....	“	16 to 17 “

English cottons.

Brown domestics, ($\frac{7}{8}$).....	per yard....	\$0 12 to	\$0 12½
White shirtings, (imperials).....	“	10 to	13
Longcloths.....	“	13 to	14
Muslins, colored.....	“	19 to	22
Muslins, white, (12 yards).....	per piece....	1 38 to	1 50
Hose, women's.....	per dozen....	2 75 to	3 00
Hose, men's.....	“	3 00 to	3 25
Prints, (pieces of 24 yards, narrow).....		3 25 to	3 50
Prints, (pieces of 24 yards, wide).....		4 00 to	4 50
Colored handkerchiefs.....	per dozen....	1 63 to	1 88

Linens.

Platillas, (pieces of 35 yards 32 inches).....	0 12 to	0 16
Bretannas, (pieces of 7 yards).....	2 25 to	3 00
Creas, (pieces of 64 yards).....	18 00 to	26 00
Colored drillings.....	per yard....	36 to 70
White “.....	“	50 to 80
Hose, women's.....	per dozen....	2 75 to 3 00
Hose, men's.....	“	3 00 to 3 25

Silks.

Printed handkerchiefs.....	per dozen....	13 00 to 13 50
Shawls.....	“	56 00 to 170 00
Sewing silk.....	per pound....	8 00 to 11 00
Hose.....	per dozen....	9 00 to 12 00
Gloves, kid.....	“	12 00

Woolen goods.

Fine cloths.....	per yard....	4 00 to 6 00
Half hose.....	per dozen....	4 50 to 6 00

Wines and liquors.

Brandy or cognac, (quart bottles).....	per dozen bottles....	6 00 to 20 00
Brandy or cognac.....	per gallon....	3 00 to 10 00
Claret.....	per dozen bottles....	3 50 to 24 00
Claret in casks.....	60 gallons....	54 00 to 100 00

Cherry.....	per dozen bottles....	\$9 00 to \$18 00
Port	“	15 00 to 18 00
Madeira	“	18 00 to 20 00
Gin.....	“	6 00 to 12 00
Champagne	per basket....	14 00 to 30 00

Provisions.

Hams, (American)	per pound....	22 to 25
Hams, (Westphalia).....	“	37 $\frac{1}{2}$
Biscuit, crackers, (United States).....	“	18 $\frac{3}{4}$
Flour.....	per barrel....	18 00

Flour is introduced by special permission.

Lumber.

Yellow pine.....	per 100 feet....	30 00 to 35 00
White pine	“	30 00 to 40 00
Shingles	per 1,000....	10 00 to 11 00

EXPORTS.

Fustic	per ton....	12 50
Hides.....	each....	3 50
Sarsaparilla.....	per pound....	6 $\frac{1}{4}$
Wool, (inferior quality).....	“	19
Jalap.....	“	41
Ystle, or Mexican hemp.....	“	5
Goatskins	per dozen....	6 00
Horns.....	per 100....	1 50
Vanilla.....	per 1,000 pods....	10 00 to 150 00

Average rates of freight on the following merchandise hence to New York.

Description.	Rate.
Hides.....	20 to 23 cents each.
Goatskins	\$2 50 to \$30 per 100 skins.
Fustic	\$10 to \$12 per ton.
Ystle, or hemp.....	$\frac{1}{2}$ to 1 cent per pound.
Wool	$\frac{1}{2}$ to 1 cent per pound.
Jalap	2 to 3 cents per pound.
Sarsaparilla.....	$\frac{1}{2}$ to 1 cent per pound.
Specie	$\frac{1}{2}$ to 1 per cent.

MINATITLAN.

DECEMBER 31, 1856.

From a paper published in the city of Mexico I have cut the inclosed slip. It is a printed tariff relating to this port, established by decree of the president of the republic, to continue

in force for one year. I have seen the collector of this port, who tells me he has received the decree, so it may be considered the law of the land, though not yet published here.

IMPORT DUTIES.

The president of the republic has authorized, by decree, that, for the importation of provisions in the territory of Tehuantepec, solely for consumption, the following tariff shall be observed for the space of one year :

Rice	per quintal....	\$0 75
Sugar	"	1 10
Coffee.....	"	1 12
Flour, ordinary	per bbl. of 3 arrobas	1 00
Flour, first class.....	" "	1 50
Lard, fresh.....	" "	1 20
Lard and pork, salted.....	" "	1 20

All other articles of provisions not mentioned shall pay a duty of 16 per cent. ad valorem.

LERDO DE TEJADA.

MEXICO, *December 26, 1856.*

GOATZACOALCOS.

It is very important to notice the great maritime movement in the port of Goatzacoalcos for the year 1856, as compared with the years from 1849 to 1855 :

1849—	5 barques,	713 tons,	loaded with mahogany.
1850—	1 " "	230 " "	" "
1851—	6 " "	690 " "	" "
1852—	5 " "	810 " "	" "
1853—	7 " "	1,242 " "	" "
1854—	13 " "	3,214 " "	" "
1855—	19 " "	3,882 " "	" "
1856—	32 " "	6,804 " "	" "

95 vessels, with 17,589 tons of mahogany.

The lowest price of mahogany exported is estimated at \$12 the ton, and, consequently, the value of the wood exported amounts, at this time, to \$211,068. There is paid for exportation, to the ministry of fomento, one dollar per ton ; and the same duty is required for every tree cut. It is calculated that 20,000 tons of mahogany will be exported in the year 1857.

NEW GRANADA.

PANAMA.

OCTOBER 15, 1857.

In conformity with instructions contained in section 153 of the regulations prescribed by the President, I have the honor to transmit herewith a tabular statement of the trade of the port of Panama for the year ending September 30, 1857, and also an estimate of the merchandise and produce transported over the Panama railroad, for consumption in this consular district, during the same period.

It has been impossible for me, in most instances, to procure accurate statistics with respect

to the character, quantity, and origin of the products imported and exported, as there are no custom-houses in the State where goods are entered, and the authorities of the port keep no record of trade. I have, therefore, had to collect the information I forward from the merchants of the place, who, in most cases, could give but estimates of the value and quantity of the articles enumerated.

No import or export duties are imposed, and no articles of import prohibited, in this consular district, nor is there any difference between the duties and taxes on foreign and national vessels, the latter consisting merely of a few small coasting crafts; the aggregate tonnage of that portion which has entered this port during the last year not amounting to the tonnage of one of the large steamships belonging to the "Pacific Mail Steamship Company," and any duties or taxes, therefore, that might be levied on them would be merely nominal.

The only port duties sought to be collected are those provided for by the law of 1856, imposing a heavy tonnage tax upon vessels entering the ports of the Isthmus, which has been resisted by American ship owners in the ports of Panama and Aspinwall, on the ground of its being a violation of the law of 1835, declaring said ports free for the period of twenty years after the completion of the Panama railroad, and specially exempting all vessels entering these ports from the payment of tonnage dues.

The capital invested by American citizens in this district, exclusive of the railroad and steamship companies, is estimated as follows :

In commercial pursuits	\$150,000 00
In agricultural "	10,000 00
In industrial "	40,000 00
Total	<u>190,000 00</u>

The railroad company disburses monthly for labor, &c., at this place, Aspinwall, and along the line of the road, \$50,000, about one-half of which is probably expended in this consular district.

The Pacific Mail Steamship Company's expenses in this port are \$20,000 per month, making the aggregate amount annually expended in this consular district by these two American companies \$540,000.

Add to this \$120,000 annually paid out for labor, &c., by the United States Mail Steamship Company, at Aspinwall, and we have an annual expenditure of American capital on this Isthmus of \$960,000.

Since the completion of the railroad, the importation of American products has greatly increased over those of other countries. We have a striking illustration of this fact in the article of flour. Prior to the opening of the road, Chile supplied this market and the entire Pacific coast with the article. Now the market is wholly supplied by the United States, about 9,600 barrels having been imported from New York during the last year; 3,600 of which were consumed here, and the remainder shipped to various ports on the coast. Other American products have doubtless increased in the same ratio.

The accompanying statement of the business of the Panama railroad for the years 1855, 1856, and estimates for nine months of the present year, which embraces as well the trade from the Pacific to the Atlantic, shows a large increase in the former direction. The first nine months of this year do not show a very large increase, but it will be observed that there is an

increase on all of the first, second, third, and special classes of freight, upon which a large advance is expected during the remainder of the present year.

In the trade from the Pacific to the Atlantic there is a large increase every year. It is estimated that this year it will probably exceed that of last year 70 per cent., and nearly three times that of 1855, the first year the road went into operation.

Nearly all the valuable products of Central America that are exported, and which hitherto went to Europe *via* Cape Horn, are now sent over the railroad and find a market in the United States, except the articles of indigo and cochineal. My annual report exhibits the amount of this trade, which, by reason of the increased and increasing facilities for transportation, will probably be augmented 100 per cent. the next year. If the same facilities were employed between this port and ports on the west coast of South America, the rich valuable productions of that region would, no doubt, also come this way. There can be no question that, were an American line of steamers established between Panama and Valparaiso, to touch at intermediate ports, it would not be a great while before we commanded most of the trade of that coast.

At present it is almost exclusively controlled by an English monopoly, and the exorbitant rates charged by this company deter shippers on the coast from sending their products in any great quantities to market by this route.

The accompanying statement, which I have had prepared with much care, shows the amount of treasure and merchandise, as well as the number of passengers, conveyed to and from this port by the steamships belonging to the Pacific Mail Steamship Company, from 1st October, 1856, to 30th September, 1857.

This statement, together with that showing the business of the railroad, I have been induced to prepare, in order to show the immense amount of trade and transit passing this way, and the great advantages American commerce derives from these sources of communication between our Atlantic and Pacific States, as well as the paramount importance of keeping open and guarding this great highway of nations.

Owing to the fact of no record having been kept of the trade of this port, I am unable to furnish the department with a statement showing the comparative increase of the same during the present year over that of the last. Hereafter I will be able to do so from the data I have collected in the manner already indicated. It will be perceived by the statement showing the business of the railroad, that there has been a great falling off in the article of coal during the present year. This may be accounted for from the fact that the Pacific Mail Steamship Company has, for some time past, availed itself of the low rates of freight round Cape Horn to supply its depots on the islands in the bay of Panama.

Ordinarily, coal can be brought to Panama, *via* Aspinwall and the railroad, much cheaper than *via* Cape Horn, as is shown by the annexed comparative statement, viz :

Cost of Cumberland coal placed in Panama, *via* the Isthmus route—

Cost in Baltimore	\$4 00
Average freight to Aspinwall	5 50
Running cars to wharf, &c	0 50
Transportation to coal pile at Panama	5 00
	<hr/>
	15 00
	<hr/>

Via Cape Horn—

Cost in Baltimore.....	\$4 00
Freight <i>via</i> Cape Horn.....	11 00
Landing expenses	2 00
	<hr/>
	17 00
	<hr/>

Via railroad, coal is handled only once ; *via* Cape Horn, twice—a difference of \$1 per ton at least, loss in quality and quantity.

Statement of the passengers and traffic transportation of the Panama railroad for the years 1855 and 1856, and the first nine months of 1857.

Description.	Year 1855.	Year 1856.	Estimate for first 9 months of 1857.
Passengers.....number.....	29, 017	31, 327	28, 281
Gold.....	\$31, 662, 519 85	\$48, 240, 411 09	\$35, 900, 725 00
Silver.....	4, 929, 634 14	9, 439, 648 42	6, 612, 550 00
Nails.....pounds.....	603, 815	741, 666	521, 491
Do.....do.....	39, 559	37, 390	31, 679
Express freight.....do.....	1, 166, 300	1, 049, 440	722, 811
1st class freight.....do.....	1, 943, 246	3, 172, 480	2, 368, 586
2d class freight.....do.....	1, 114, 919	1, 191, 918	1, 753, 763
3d class freight.....do.....	2, 900, 914	4, 562, 688	4, 633, 214
Special freight.....do.....	2, 233, 764	5, 208, 571	4, 408, 643
Coal.....do.....	7, 165, 970	20, 013, 148	11, 654, 134
Way freight.....do.....	105, 000	52, 000	46, 500
Baggage.....do.....	277, 481	140, 781	117, 362
Total pounds freight, including mail and baggage....	17, 550, 964	36, 170, 082	26, 268, 183

Of the foregoing the following was transported from the Pacific to the Atlantic :

Express freight.....pounds.....	15, 110	32, 100	21, 731
Baggage.....do.....	84, 262	50, 793	40, 784
1st class freight.....do.....	105, 431	136, 351	73, 470
2d class freight.....do.....	93, 717	44, 376	495, 495
3d class freight.....do.....	734, 433	717, 177	893, 806
Special freight.....do.....	1, 171, 996	2, 450, 660	2, 672, 963
Total pounds.....	2, 204, 949	3, 431, 457	4, 198, 249

Statement of treasure, merchandise and passengers conveyed by the Pacific Mail Steamship Company to and from the port of Panama during the year commencing October 1, 1856, and ending September 30, 1857.

INWARD.

Month.	Number of passengers.	Treasure.	Merchandise, quantity.	Value, estimated.	Value, inward.
1856.					
October	976	\$4, 238, 338	18 packages.....	\$5, 000	\$4, 243, 338
November	1, 081	4, 123, 869	18....do.....	4, 000	4, 127, 869
December	1, 140	4, 210, 596	61....do.....	7, 000	4, 217, 596
1857.					
January	644	3, 407, 331	19....do.....	4, 500	3, 411, 831
February	796	3, 210, 532	23....do.....	4, 800	3, 215, 332
March	739	2, 836, 376	24....do.....	6, 000	2, 842, 376
April	1, 126	3, 585, 140	20....do.....	4, 000	3, 589, 140
May.....	1, 616	4, 339, 871	18....do.....	4, 000	4, 343, 871
June.....	1, 500	4, 670, 525	22....do.....	4, 500	4, 675, 025
July.....	1, 102	3, 845, 621	22....do.....	4, 500	3, 850, 121
August.....	1, 009	3, 830, 396	23....do.....	5, 000	3, 835, 396
September	836	3, 256, 273	32....do.....	8, 000	3, 264, 273
Total.....	12, 565	45, 554, 868	300 packages.....	61, 300	45, 616, 168

OUTWARD.

Month.	Number of passengers.	Treasure.	Merchandise, quantity.	Value, estimated.	Value, outward.	General total.
1856.						
October	2, 123	\$10, 236	2, 089 packages..	\$810, 000	\$820, 236	\$5, 063, 574
November	832	-----	691....do....	280, 000	280, 000	4, 407, 869
December	1, 945	2, 550	2, 222....do....	902, 000	904, 550	5, 122, 146
1857.						
January	1, 096	1, 340	2, 223....do....	550, 000	551, 340	3, 963, 171
February	644	-----	636....do....	294, 000	294, 000	3, 509, 332
March	2, 171	2, 099	1, 663....do....	660, 000	662, 099	3, 504, 475
April	1, 015	-----	503....do....	230, 000	230, 000	3, 819, 140
May	1, 866	904	1, 056....do....	440, 000	440, 904	4, 784, 775
June.....	1, 391	2, 345	1, 866....do....	610, 000	612, 345	5, 287, 370
July.....	935	900	1, 039....do....	424, 000	424, 900	4, 275, 021
August	908	1, 800	1, 405....do....	570, 000	571, 800	4, 407, 196
September	993	391	1, 520....do....	644, 000	644, 391	3, 908, 664
Total.....	15, 917	22, 565	16, 903 packages..	6, 414, 000	6, 436, 565	52, 052, 933

The Pacific Mail Steamship Company has imported during the year ending September 30, 1857, for its consumption at this port the following :

11,893 tons of coal, value.....	\$237, 860 00
Stores and provisions, value	75, 804 42
Total.....	<u>313, 664 42</u>

Average rate of freight hence to the United States on the following articles :

Indigo, per seroon of 100 pounds, each.....	\$1 00
Hides, raw, each.....	20
Coffee, per bag of 110 pounds.....	50
Dye-woods, per ton	5 00

The customary charge for commission on the purchase of produce for exportation is two and a half per centum, and one per centum for storage.

The people of this country begin to manifest a lively interest in regard to the establishment of railroads in various parts of the republic, particularly in two of the provinces bordering on the sea ; and if the chartered companies, with extensive privileges and a liberal donation of the public lands, recently granted by the government of Venezuela, succeed, as is confidently anticipated, in carrying out their views, the advantages to be derived by all classes would be almost incalculable and augment the foreign trade in a corresponding degree.

LAGUAYRA.

Amount of tonnage employed in the foreign commerce of Laguayra from 30th September to December 31, 1856, as taken from the custom-house books, inclusive.

Nations.	Tonnage.	Nations.	Tonnage.
Venezuela	725	English	875
American, United States.....	3,853	Spanish	1,378
French.....	1,962	Sardinian.....	170
Holland	584	Swedish	195
Danish	274		
Hamburg.....	1,192	Total	11,208

Amount of tonnage employed in the foreign commerce of Laguayra from the 31st December, 1856, to the 31st March, 1857.

Nations.	Tonnage	Nations.	Tonnage.
Venezuela	169	Great Britain	801
United States	2,716	Spain	1,754
France	2,609	Sardinia.....	743
Holland	825	Oldenburg	413
Denmark	1,106	Hanover	273
Hamburg.....	1,860		
Bremen	493	Total	13,762

Amount of tonnage employed in foreign commerce of Laguayra from the 1st April to the 30th June, 1857, as taken from the custom books.

Nations.	Tonnage.	Nations.	Tonnage.
Venezuela		Great Britain	898
United States	3, 889	Spain	1, 590
France	3, 311	Sardinia	733
Holland	242	Oldenburg	413
Denmark	None.	Hanover	419
Hamburg	5, 678		
Bremen	440	Total	17, 613

BRAZIL.

PERNAMBUCO.

MAY 16, 1857.

The only products of this country shipped to the United States from this consular district are sugar and hides, the prices of which, during the last quarter, have gradually advanced with the arrival of each monthly steamer from Europe, from two mil eight hundred reis to three milreis per arroba of thirty-two pounds, to three mil and three mil four hundred reis, according to quality, for the first named, and from nine mil to eleven milreis for the latter ; the weather has been unusually favorable, in consequence of which, planters have been enabled to grind all their cane, and the crop, expected to have been small, will probably exceed that of last year, and may reach seventy thousand tons for this port alone, whilst that of Parahiba will probably reach one hundred and ten thousand tons, and Maccio, both in this consular district, ninety thousand tons.

The principal articles of import are flour and codfish from the United States ; manufactured wollen and cotton goods, iron wares, cutlery, brandy, ale and porter, from England ; silk and fancy articles from France ; for these articles, of course, there is no fluctuation in prices, and are here, as in every other place, dependent upon the quantities of each, respectively.

The importation of every lawful production of commerce is free to every port of entry in Brazil, whatever may be its place of production, or fabric, or the nationality of the vessel which brings it, once having their papers duly legalized ; for all articles of painting, sculpture, lithography, &c., &c., of immoral tendency, as well as poignards, daggers, guns, and pistols, and all other weapons pertaining to arms, or the necessities of war, as well as poisonous substances, it is necessary to obtain permission from the police authorities to allow them to be landed.

There are no differential duties imposed upon foreign or national vessels ; the only advantage that the latter enjoys is that of the Cabotagen, or coasting trade, which is not permitted to foreign vessels, although they are allowed to pursue a voyage from one port of entry to another, and discharge a part or all of their cargoes, paying in certain cases transit duties.

Estimate of merchandise and produce imported for consumption in the consular district of Panama, over the Panama railroad, during the year commencing October 1, 1856, and ending September 30, 1857.

Nature of merchandise and produce.	Origin.	Quantity.	Estimated value.
Merchandise, (mostly dry goods).....	United States, France and England	5,960 packages...	\$895,000
Hardware, machinery, type, rope, pipe	do.....do.....	4,275 do.....	80,000
Furniture, perfumery, oil cloth, glass ware, crockery ware	do.....do.....	1,665 do.....	35,000
Marble, cement, paints, turpentine, oil, pitch, tar, wax, lead	United States	1,615 do.....	12,000
Firearms, gunpowder and shot.....	do.....	1,210 do.....	25,515
Tobacco	do.....	2,315 do.....	30,720
Coal	do.....	10,000 tons.....	40,000
Ice, (440,000 pounds,) lumber, (29,500 feet ; 20,000 shingles)	do.....		2,800
Soap, candles, tea, coffee, sugar, butter, lard, cheese, salt, groceries, &c.....	do.....	43,250 packages...	195,100
Pork, beef, tongues, hams, codfish, mackerel, &c.....	do.....	2,370 do.....	30,500
Brandy, whiskey, gin, rum, wines, liquors, malt liquors, &c.....	United States and France.....	7,560 do.....	43,000
Flour, rice, biscuit, meal	do.....do.....	10,040 do.....	46,500
			<u>\$1,436,135</u>

VENEZUELA.

PUERTO CABELLO.

FEBRUARY 10, 1857.

The following statements demonstrate the progressive condition of our commercial relations with this district, which may be attributed, in a great measure, to the present peaceful state of this country, undisturbed by political commotions, giving thus an increased impetus to all branches of trade; and, should internal tranquility happily continue, we can freely anticipate for the future immense advantages :

Imports from the United States during quarter ending 31st December, 1856.....	\$69,838
Imports from the United States during the corresponding quarter of 1855.....	37,531
Increase in quarter of 1856 over 1855	<u>32,307</u>
Exports to the United States during the quarter ending 31st December, 1856.....	\$243,731
Exports to the United States during the corresponding quarter of 1855	171,527
Increase in quarter of 1856 over 1855	<u>72,204</u>

	Vessels.	Tons.
Arrival and departure of American vessels during the quarter ending 31st December, 1856	14	2,827
During the corresponding quarter of 1855	10	2,039
	—	—
Increase in quarter of 1856 over 1855	4	788
	=	=

Arrivals of American vessels, tonnage, imports and exports by the same, during the years 1855 and 1856, showing the increase in the latter over the former year :

	Vessels.	Tons.	Imports.	Exports.
During 1856	62	14,750.94	\$205,573	\$1,196,998
During 1855	47	8,967.17	162,091	741,876
	—	—	—	—
Increase in 1856	15	5,783.77	43,482	455,122
	=	=	=	=
Increase of imports in 1856 over 1855, as per above				\$43,482
Increase of exports in 1856 over 1855, as per above				455,122
				—
Total increase				498,604
				=

It is to be regretted that the tariff rates of import duties, which took effect in regard to the United States on the first of April last, should not have reduced the duty to a *greater extent* on many of our staple articles imported to this country; more particularly upon flour, which will be subject to the high rate of \$5 48, this money, or \$4 08, its equivalent in currency of the United States, per barrel.

Average price of staple articles imported from the United States during the quarter ending 31st December, 1856 :

Flour, per barrel	\$14 25
Leaf tobacco, per pound	21 $\frac{3}{4}$
Manufactured tobacco, per pound	31 $\frac{1}{2}$
Rice, per pound	6
White pine boards, per M	45 00

Average price of staple articles of export during the quarter ending 31st December, 1856.

Indigo, F, per pound	\$0 78
Coffee, washed, per pound	10 $\frac{7}{8}$
Coffee, unwashed, per pound	9
Cotton, per pound	10 $\frac{1}{2}$
Cocoa, per 110 pounds	22 50
Hides, raw, per pound	17 $\frac{5}{8}$
Deer skins, per dozen	8 62 $\frac{1}{2}$
Goat skins, per dozen	4 50
Fustic, per ton	12 00
Lignumvitæ, per ton	11 00

The vine is cultivated with success, and several kinds of wine and brandy are manufactured from it, especially one called Italia, made at Pisco. There are some small nitrate of soda works near Callao, but the chief export of it is at Iquique, where borax is also found.

The cultivation and manufacture of sugar is about equal to the consumption. Cochineal is prepared to some extent in the province of Trujillo. The other chief agricultural products are rice, maize, potatoes, and pulse.

The shipping of the United States has maintained its position in the carrying trade of guano from Peru to the United States, England, France, and other countries, during the past year.

The principal articles of import are dry goods and other merchandise from England, France, Germany, and the United States.

The chief articles of export are guano, nitrate of soda, Peruvian bark, straw hats, hides, bar silver, and goat skins, chinchilla skins, borax, cotton, sheeps' wool, and alpaca wool.

The rate of exchange on London varies from 43*d.* to 46*d.* for the dollar currency ; on Havre, from 4 francs 50*c.* to 4 francs 75 centimes the dollar Peruvian ; on New York, from 5 to 8 per cent. for 60 days' sight bills.

The average rate of freights to the United States during the past year has been about \$22 50 per ton.

ARICA.

NOVEMBER 3, 1857.

In accordance with sections 152, 153, 154 of general instructions to consular officers, I have the honor to lay before the department the following remarks upon this port, its commerce, &c., during the half year since I entered upon my duties ; to which I have added such information as I have been able to obtain in regard to the same for the previous portion of the year ending 30th September last.

The port of Arica, although a port of Peru, derives the greater part of her importance from the trade carried on through it with the neighboring republic of Bolivia. Cobija, the only seaport of that republic, has a bad harbor, and the transport of goods from that place to the interior is attended with much expense, the roads being bad and the distance great, so that, although some parts of the southeastern and southern portions of Bolivia derive their supplies from Cobija, almost all her necessities of foreign production are received through this place and here find an outlet for her immense mineral products. Besides the trade with Bolivia, several towns and populated districts in the south of Peru are supplied from here, rendering the trade between this port and foreign nations, in importance, second of the ports of Peru, and third only on the whole coast south of Panama.

So far as I have been able to obtain information, since the 30th of September, 1856, the number of vessels touching here has been 222, of which 21 were English, 20 French, 48 English semi-monthly mail steamers, 11 American vessels, 17 from Hamburg and other German ports, and the remainder Chilian and Peruvian vessels engaged in the coasting trade. To these we may add 13 vessels-of-war, of which six were national, three French, and four English. An American vessel-of-war, I am sorry to say, is seldom seen here.

The exports consist principally of tin, copper, Bolivian and Peruvian bark, alpaca wool, and a small quantity of chinchilla skins ; the first two are shipped in pure bars and in "barilla," made by grinding the native metal and washing it until it contains from sixty to seventy per cent. of pure. A large quantity of pure silver was formerly shipped here, but of late years

the Bolivian government have obliged the miners to sell all their silver at the government mint at Potosi.

The following approximate list of exports to foreign countries, during the year, will show the production of the staple articles of export :

	Quintals.	Totals.
Copper, bar, to France	700	
to England	700	
Barilla, to France	60,600	
to England	24,500—86,500	
Tin, bar, to France	1,200	
to England	2,450	
to United States	700	
Barilla, to France	1,200	
to England	8,000	
to United States	200—13,750	
Alpaca wool, to France	350	
to England	4,500— 4,850	
Bark, to England	1,100	
to United States	6,000— 7,100	
	Dozen.	
Chinchilla, to France	100	
to England	1,300— 1,400	

Besides which there have been shipped to the United States about 600 seal skins, 4,000 horns, and 2,500 dried hides.

The bark business, it will be observed, has been almost entirely carried on between this port and the United States, owing to the establishment in the city of Tacara, forty miles distant from this in the interior, of a branch house of Messrs. Alsop & Co., of New York, who have already obtained from the Bolivian government the privilege of shipping the bark produced in that republic, and who, without doubt, will soon draw into the same channel a large part of the valuable yearly exports at this place, which, as until their establishment no American house existed, has been, until recently, entirely monopolized by the English and French merchants.

The present current prices of the above articles here are \$26 per quintal for bar tin, \$16 per quintal for copper, \$63 for first quality alpaca wool, \$95 for Bolivian bark, \$8 50 per dozen for Chinchilla skins ; but these prices are constantly changing.

Imports.—These consist of English, French, American, and German manufactured goods, of all kinds and qualities. From the United States small quantities of flour are imported, but provisions, generally, from Chili and the northern parts of this country are obtained.

In addition to the business of this port with Bolivia and the interior of Peru, many vessels touch here from the saltpetre ports of Iquique, Pisagua, and Mexillones to take water preparatory to their home voyage, this place being better supplied than any other port between Callao and Valparaiso.

The average rate of freight between this port and the United States is from \$20 to \$25 per ton.

During the present year accurate details of the trade and shipping between this place and

PARA.

FEBRUARY 18, 1857.

By an order of the Imperial government, which took effect on the first of January last, the duty of five per centum, heretofore paid upon all exports the produce of this province, has been raised to seven per centum.

MARCH 31, 1857.

In accordance with general instructions, I have the honor to state that the value of the United States silver dollar is 1||800 reis, but it is very seldom seen here; that of the Spanish silver dollar is 1||920 reis, and at the latter rate, by an order from the department, the certificates of currency have been furnished from this consulate. The American gold dollar is worth 1.800 reis.

Exchange on London is at $27\frac{1}{2}$ pence per 1,000 reis; on Hamburg 670 reis per mark banco; on Paris 340 reis per franc; on New York 1||800 reis per dollar; between Amsterdam and Pará there have been no transactions.

Merchandise imported, although sometimes, in cases of scarcity, sold for cash, is generally on credit, varying from two to eighteen months.

Although custom has established no regular rate of discount in consideration of cash payment, such is sometimes made, and varies from 8 to 12 per cent. per annum, and that is not considered as a gratuity to the buyer for his benefit except when he purchases for his own account.

Merchandise the produce of this province is sold for cash or given in payment of book accounts or notes, as the case may be, and, when the supply exceeds the demand, is often sold upon credits of from two to six months, or at the market price with a discount varying from 8 to 12 per cent. per annum, as the agreement may be, in consideration of cash payments; and this discount cannot be considered as a bonus to the purchaser for his benefit, except in event of his buying for his own account or of his using his own funds for account of another.

No bounties are allowed upon articles exported hence.

The customary commission for purchasing and shipping goods is three per centum on the amount of invoice.

The brokerage usually charged for buying and selling merchandise is from one to one and one-half per cent., and is usually paid by the seller.

Merchandise for shipment is purchased in the city, and not at any interior place.

Merchandise for shipment is purchased directly by the merchant in most cases, (although a broker has at times been employed.)

The usual expenses attending the purchase and shipment of merchandise are: export duty, 12 per cent., seven per centum of which is a general import, and the remaining five per cent. is a local tax; the hire of lighters of about forty tons burden for shipment is about 6.000 reis per diem; the expense of receiving the different articles of export varies according to the distance of transportation, but it is fair to calculate 20 reis per arroba of 32 pounds for receiving India rubber; 80 reis each for receiving wet salted hides; 80 reis per alquiere for tapioca; 60 reis each for dry salted hides; 40 reis per alquiere for measuring nuts; 60 reis per cañada for measuring and receiving balsam copaiva; 160 reis per bag of cocoa weighing about five arrobas; 30 reis each for receiving Mina hides; 20 reis per arroba for Tonka beans and anotta.

The above expenses are again incurred at the time of shipment.

The cost of packages is, for boxes for rubber, 2,000 reis each; barrels for balsam copaiva, 2,000 reis each; cloth for covering tapioca, 225 reis per alquiere; bags for cocoa, 600 reis each; bags for rubber, 550 reis each; boxes for Tonka beans holding ten arrobas, 2,000 reis each; anotta and tapioca are shipped in the baskets in which they are brought to market.

The expense of filling or packing each box of rubber is from 160 reis to 200 reis each, that of packing Tonka beans 100 reis per box, and the charge of the cooper for nailing each box is 80 reis.

The above charges for weighing and receiving produce, shipping the same, for packages, packing, and coopering, are invariably paid by the shipper or purchaser.

The price of rubber per arroba of 32 pounds is, for fine 14,000 reis, medium 10,000 reis; course 7,000 reis, and negrohead 4,000 reis; that of anotta varies from 3,000 to 7,000 reis, according to quality; balsam copaiva, 12,000 reis per cañada; tapioca per alquiere, 6,000 reis; wet salted hides per pound, 210 reis; dry salted hides per pound, 360 reis; Mina hides, each, 7,000 reis; Castanha nuts per alquiere, 6,000 reis.

PERU.

CALLAO.

SEPTEMBER 30, 1857.

The revolutionary and unsettled state of Peru had so curtailed the interior agricultural supplies of the country of some of the articles of food that in January, 1857, the following articles were allowed to pass from the custom-house for consumption free of duty, viz: Sugar, cheese, lard, tallow, beans, peas, barley, rice, dried or jerked beef, butter, potatoes, garbanzas, (a sort of pea,) and lentilles habas, (a sort of lupin.)

Imported articles of the above description are sold in bond, or in the custom-house, so that the results to the importers are not materially affected, but the consumption of them is increased with a small improvement in prices.

The emancipation of slaves in 1855 (although the number of them was small, probably not over 20,000,) lessened very much the means of manual labor at command to cultivate the estates. The need of paid free laborers was supplied, in a limited degree, by the introduction of Chinese coolies and the employment of such of the late slaves as were disposed to labor for their support. The repeal of the capitation tax upon Indians by the present government added to the difficulty of obtaining laborers, and has placed this country, in regard to free labor, exactly in the position of the British West India islands.

A large part of the effective mixed male population (which constitutes the mass of the people) is employed in the army as soldiers.

Owing to the want of laborers and the civil disturbances the ordinary market produce, such as beef, pork, fish, eggs, poultry, vegetables, and fruits, have arisen very much in price, and supplies of them are inadequate.

The manufactures of Peru consist of a few coarse woolen and cotton cloths, made in the interior. A paper mill has been built near Lima, and a cotton cloth factory, but neither of them have been prosperous. Furniture, made principally by German emigrants, clothing and shoes, are made to some extent; and some trifling articles of silverware, but nearly every article of use is imported from abroad.

other countries will be kept in this consulate, from which, from time to time, I shall lay before the department such information as I think may be of advantage.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

Whereas a convention between the United States of America and the republic of Peru was concluded and signed by their respective plenipotentiaries, at Lima, on the twenty-second day of July, one thousand eight hundred and fifty-six, which convention, being in the English and Spanish languages, is, word for word, as follows :

The United States of America and the republic of Peru, in order to render still more intimate their relations of friendship and good understanding, and desiring, for the benefit of their respective commerce and that of other nations, to establish an uniform system of maritime legislation in time of war, in accordance with the present state of civilization, have resolved to declare, by means of a formal convention, the principles of which the two republics acknowledge as the basis of the rights of neutrals at sea, and which they recognize and profess as permanent and immutable, considering them as the true and indispensable conditions of all freedom of navigation and maritime commerce and trade.

For this purpose the President of the United States of America has conferred full powers on John Randolph Clay, their envoy extraordinary and minister plenipotentiary to the government of Peru ; and the liberator, President of the republic of Peru, has conferred like full powers on Don José Maria Seguin, chief officer of the ministry of foreign affairs, in charge of that department, who, after having exchanged their said full powers, found to be in good and due form, have agreed upon and concluded the following articles :

ARTICLE 1. The two high contracting parties recognize as permanent and immutable the following principles :

1st. That free ships make free goods : that is to say, that the effects or merchandise belonging to a power or nation at war, or to its citizens or subjects, are free from capture and confiscation when found on board of neutral vessels, with the exception of articles contraband of war.

2d. That the property of neutrals on board of an enemy's vessel is not subject to detention or confiscation unless the same be contraband of war ; it being also understood that, as far as regards the two contracting parties, warlike articles destined for the use of either of them shall not be considered as contraband of war.

The two high contracting parties engage to apply these principles to the commerce and navigation of all powers and States as shall consent to adopt them as permanent and immutable.

ART. 2. It is hereby agreed between the two high contracting parties that the provisions contained in article twenty-second of the treaty concluded between them at Lima on the twenty-sixth day of July, one thousand eight hundred and fifty-one, are hereby annulled and revoked in so far as they militate against or are contrary to the stipulations contained in this convention ; but nothing in the present convention shall in any manner affect or invalidate the stipulations contained in the other articles of the said treaty of the twenty-sixth of July, one thousand eight hundred and fifty-one, which shall remain in their full force and effect.

ART. 3. The two high contracting parties reserve to themselves to come to an ulterior understanding, as circumstances may require, with regard to the application and extension to be given, if there be any cause for it, to the principles laid down in the first article ; but they declare, from this time, that they will take the stipulations contained in the said article as a rule, whenever it shall become a question to judge of the rights of neutrality.

ART. 4. It is agreed between the two high contracting parties that all nations which shall consent to accede to the rules of the first article of this convention, by a formal declaration stipulating to observe them, shall enjoy the rights resulting from such accession as they shall be enjoyed and observed by the two parties signing this convention ; they shall communicate to each other the result of the steps which may be taken on the subject.

ART. 5. The present convention shall be approved and ratified by the President of the United States of America, by and with the advice and consent of the Senate of said States, and by the President of the republic of Peru, with the authorization of the legislative body of Peru ; and the ratifications shall be exchanged at Washington within eighteen months from the date of the signature hereof, or sooner, if possible.

In faith whereof, the plenipotentiaries of the United States of America and the republic of Peru have signed and sealed these presents.

Done at the city of Lima, on the twenty-second day of July, in the year of our Lord one thousand eight hundred and fifty-six.

J. RANDOLPH CLAY. [L. s.]

J. M. SEGUIN. [L. s.]

And whereas the said convention has been duly ratified on both parts, and the respective ratifications of the same were exchanged in this city on the thirty-first ultimo—

Now, therefore, be it known that I, James Buchanan, President of the United States of America, have caused the said convention to be made public, to the end that the same, and every clause and article thereof, may be observed and fulfilled by the United States and the citizens thereof.

In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington, this second day of November, anno Domini eighteen hundred and fifty-seven, and of the independence of the United States the eighty-second.

JAMES BUCHANAN.

By the President :

LEWIS CASS,

Secretary of State.

JULY 21, 1857.

For the last three months business here has been very brisk, owing to the new tobacco crop coming in, which has been a short one this year, and prices are very high ; as high as 12½ cents per pound for exportation was paid ; hides also are high and in good demand, and as high as \$7 per 35 pounds is paid for all kinds.

The whole amount of produce exported for the last three months up to June 30 amounted to \$507,751 62, which included near \$200,000 for tobacco alone, the importation for the same period amounted only to \$243,959 25, as per custom-house returns. Owing to the prevailing of

northerly winds, we had very few arrivals for the last two months, and freights high, as only few vessels were up ; for freight as high as \$25 per ton was paid from here to Buenos Ayres.

Every article of produce is uncommonly dear and still rising in prices. Mandioca and corn, the staff of life of these people here, are dear and scarce, although a good corn growing State; corn is worth \$3 75 per bushel, which a few years ago was not worth more than \$1 50.

Although we had a very dry summer and fall, and many crops were destroyed by the grasshoppers, still the true reason of these high prices and scarcity may be found, I believe, in the want of farm labor ; although the best populated province in all South America, this government keeps a very large army, now more than two years under arms, and employs a very large number of useful hands at their public works. Every one expected that after the exchange of the Brazilian treaty the army would be reduced, but the singular and hostile exit of Mr. Amaral, the Brazilian minister, leaves everything as before, and if anything different, it is an increased activity in the erecting of fortifications near this city; still, under all these disadvantages, business increases, and would still more so, if there was a quicker and cheaper mode of communication with the neighboring provinces. Capital could very advantageously be employed here ; steamers well adapted for these rivers would do very well here, as the traffic between Buenos Ayres and the Argentine Confederation is daily increasing with this republic. We have only one little steamer of 80 tons, the "Zpora," built here, running regularly between this place and Buenos Ayres, making a trip once a month ; there was another steamer launched here but a few days ago, called the "Salto de Guayra," of about 100 tons. The engines of these boats are English, but are not powerful enough for the very heavy timber they are built of; the timber used here for ship-building is all like our live oak. The carrying trade would still more increase as soon as the business with the province of Matto Grosso (Brazil's richest province) is a little more known, and some steamers put on the river adapted for the upper Paraguay. No passenger steamer goes, as yet, up to Cassaba; passengers and freight have to go in sailing vessels from here, which take them from 3 to 4 months and more, besides keeping fare and freight enormously dear. A steamer well adapted to this river could easily go from Buenos Ayres to Cassaba in twenty days or less.

As I had the honor to remark in some former despatches, American cotton goods, flour, refined sugar, and hardware, would do well here if imported direct, and not *via* Buenos Ayres.

PART II.

NAVIGATION AND COMMERCE

OF THE

UNITED STATES WITH FOREIGN COUNTRIES.

NAVIGATION AND COMMERCE OF UNITED STATES WITH FOREIGN COUNTRIES DURING YEAR ENDING SEPT. 30, 1857.

[MADE UP FROM CONSULAR RETURNS.]

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		Where from.	CLEARED.		INWARD.			OUTWARD.		
	No. of Vessels.	Where for.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.	
GREAT BRITAIN. LONDON. <i>Robert B. Campbell.</i> Quarter ending Dec. 31, 1856.	35	In port.....	New York.....	17	New York.....	35	In port.....	17	Railway bars, bar and scrap iron, chalk, beer, drugs, spirits, oil colors, paper, wine, soda, rags, hemp, paints, coal, steel, lead, mustard, British and foreign manufectures.....	Entered: 66 ships, 18 barques, and 35 vessels in port. Cleared: 66 ships, 15 barques; 1 sold and 37 vessels in port. Aggregate tonnage entered: 73,672 5 95 tons.
	29	New York.....	New Orleans.....	16	New Orleans.....	29	Grain, flour, oil-cake, rosin, muskets, hair, beef, staves, tobacco, oil of turpentine, cheese, furs, machinery, feathers, clocks, whalebone, bridles, linsed, rice, pot- ash, and sundries.....	.....	16	Ballast and beer, soda ash, marble, glass, and manufac- tured goods.....
	13	Calcutta.....	Shields.....	10	Shields.....	20	.....	.....	10	Ballast.....
	5	St. John, N. B.	Cardiff.....	5	Cardiff.....	5	.....	.....	5	.....do.....
	3	Pachou fou.....	Bayre de Grace..	5	Bayre de Grace..	5	.....	.....	5	.....do.....
	2	Boston.....	Mobile.....	4	Mobile.....	4	.....	.....	4	.....do.....
	2	Baltimore.....	Newport.....	4	Newport.....	4	.....	.....	4	.....do.....
	2	Philadelphia.....	Newcastle.....	3	Newcastle.....	13	Rice, seeds, sugar, oil, wheat, jute, hides, borax, rum, tal- low, cotton, shellac, hemp, cutch, tamarinds, cassia, molasses, luc dye, and sun- dries.....	.....	10	Ballast.....
	2	New Orleans, ...	Sunderland.....	3	Sunderland.....	2	.....	.....	5	.....do.....
	2	Whampoa.....	Beypore.....	2	Beypore.....	2	.....	.....	4	.....do.....
	2	Escommatie.....	San Francisco...	2	San Francisco...	5	.....	.....	4	.....do.....
	1	Port Neuf.....	Boston.....	2	Boston.....	3	.....	.....	3	.....do.....
	1	Cherontime.....	Callao.....	2	Callao.....	2	.....	.....	3	.....do.....
	1	Metus.....	Cadiz.....	1	Cadiz.....	2	.....	.....	2	Railway bars and chairs, cast ings, beer, and manufac- tured goods.....
	1	Saguenay.....	Hudlix, N. S....	1	Hudlix, N. S....	5	.....	.....	2	Beer, wine, books, machi- nery, stationery, quick silver, spirits, sundries.....
	1	St. Stephen.....	Calcutta.....	1	Calcutta.....	3	.....	.....	2	Iron, whiting, bar, oil, drugs, paints, spirits, wine, books, soda, rags, India rubber, and manufectures.....
	1	Yadonsac.....	Shanghai.....	1	Shanghai.....	2	.....	.....	2	Ballast.....
	1	Cape Chat.....	Philadelphia.....	1	Philadelphia.....	2	.....	.....	1	.....do.....
	1	Lepeau.....	In port.....	1	In port.....	2	.....	.....	1	The German legion and bal- last.....
	1	Baskile.....	Sold.....	1	Sold.....	2	.....	.....	1	Railway bars, chairs, and beer.....
	1	Tortigo.....	In port.....	37	In port.....	2	.....	.....	
	1	Chenuegoc.....	.....	.....	.....	2	.....	.....	
	1	Callao.....	.....	.....	.....	2	.....	.....	
1	Montevideo.....	.....	.....	.....	2	.....	.....		
1	Smyrna.....	.....	.....	.....	2	.....	.....		
1	Richmond, Va....	.....	.....	.....	2	.....	.....		
1	Bombay.....	.....	.....	.....	2	.....	.....		
1	Trinidad de Cuba	.....	.....	.....	2	.....	.....		
1	Algon Bay.....	.....	.....	.....	2	.....	.....		
1	New Castle, Eng'd	.....	.....	.....	2	.....	.....		
1	Havana.....	.....	.....	.....	2	.....	.....		
1	Kingston, Jamaica	.....	.....	.....	2	.....	.....		
1	Akyab.....	.....	.....	.....	2	.....	.....		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.		Value.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	No. of Vessels.	Description.		Value.		
GREAT BRITAIN. LONDON. <i>Robert B. Campbell.</i> Quarter ending June 30, 1857.	....	No return .....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending Sept. 30	.....	No return .....	.....	.....	.....	.....	.....	.....	No return.
BRISTOL. <i>F. B. Ogden.</i> Quarter ending Dec. 1, 1856.	.....	No return .....	.....	.....	.....	.....	.....	.....	No returns.
Quarter ending March 31, 1857.	2 1 1 1 1 1 1 1 1 1 1 1 14	New York..... Quebec..... Shediac..... Gloster..... Miramiche..... St. Stephen's..... St. Andrew's..... Havana..... New York..... St. Stephen's..... Miramiche..... New York..... Shediac.....	8 1 1 1 1 1 1 1 1 1 1 1 14	New Orleans..... Savannah..... Genoa..... Cardiff..... Newport..... New York..... Newport.....	2 1 1 1 1 1 1 1 1 1 1 1 14	General..... Lumber, 264 sta..... Deals, 364 sta..... Not reported..... Deals, 200 sta..... Deals..... do..... Sugar, 4,420 boxes..... General..... Deals, 208 sta..... Deals..... General..... Deals.....	Unknown..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do.....	2 1 1 1 1 1 1 1 1 1 1 1 1 14	Iron, 1,241 tons..... Iron, 900 tons..... Iron, 950 tons..... Iron, 1,040 tons..... Iron, 600 tons..... Iron, 850 tons..... Iron, 664 tons..... Iron, 810 tons..... Iron, 454 tons..... Not reported..... do..... Iron, 650 tons..... Not reported.....	Unknown..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do..... do.....	Entered: 14 vessels, class not re- ported. Cleared: 14 vessels, class not re- ported. Aggregate tonnage entered: 8,881 tons.
Quarter ending June 30.	1	Callao.....	1	New York.....	1	Guano, 1,224 tons.....	\$79,560	1	Iron, 1,000 tons.....	\$13,200	Entered: 1 ship. Cleared: 1 ship. Tonnage entered: 773 tons.
Quarter ending Sept. 30	5 2 3	St. John's.....	2 3	Newport..... Cardiff.....	2 3	Deals..... Deals.....	13,000 00 18,800 00	2 3	Ballast..... do.....	Entered: 16 ships, 1 brig, 5 barques. Cleared: 16 ships, 1 brig, 2 barques.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.	Value.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.			Value.		No. of Vessels.	Description.	Value.
GREAT BRITAIN. BRISTOL. F. B. Ogden. Quarter ending Sept. 30, 1857—Continued.	2	St. Stephen's.....	{	1	Cardif.....	2	Deals.....	\$28,420 00	2	Ballast.....	.....
	1	St. Thomas.....	1	1	Newport.....	1	Hides.....	.....	1	do.....	.....
	1	Dalhousie.....	1	1	Cardif.....	1	Iron.....	.....	1	Iron.....	.....
	3	Cronstadt.....	{	1	New York.....	1	Lumber.....	7,210 00	1	Ballast.....	\$35,000 00
	1	.....	1	1	Cardif.....	1	Deals and wheat.....	.....	1	Iron.....	32,500 00
	1	.....	1	1	New Orleans.....	1	Grain, 26,650 bushels.....	.....	1	Ballast.....	48,200 00
	3	Quebec.....	{	1	Newport.....	1	Deals.....	13,475 00	1	Iron.....	.....
	1	.....	1	1	Savannah.....	1	Deals.....	9,500 00	1	Ballast.....	.....
	2	Havana.....	1	1	Charleston.....	1	Deals.....	12,000 00	1	do.....	.....
	2	Shediac.....	{	2	Cardif.....	2	Sugar, 6,316 boxes.....	.....	2	do.....	.....
	1	St. George's.....	1	1	do.....	1	Deals.....	.....	1	do.....	.....
	1	Richmond.....	1	1	New York.....	1	Deals.....	3,450 00	1	do.....	.....
NEWPORT. (Bristol Consulate.) Quarter ending De- cember 1, 1856. Quarter ending March 31, 1857.	1	Rio Grande.....	1	1	Cardif.....	1	Tobacco, 538 hids.....	.....	1	Ballast.....	.....
	22	.....	22	22	do.....	22	Hides.....	.....	.....	do.....	.....
	.....	.....	.....	.....	.....	.....	.....	105,945 00	22	.....	115,700 00
	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
	2	Bristol.....	2	1	St. Thomas....	1	Ballast.....	.....	1	Coals.....	Entered: 19 first class vessels. 1,700 00
	1	Gloucester.....	1	1	Fernandina.....	1	do.....	.....	1	Coals.....	Cleared: 19 first class vessels. 940 00
	1	Antwerp.....	1	1	St. Thomas ..	1	do.....	.....	1	Railway iron.	20,448 00
	.....	.....	1	1	New Orleans ..	1	do.....	.....	1	Coal.....	Aggregate tonnage entered: 12,007 tons. 1,100 00
	7	London.....	2	2	Norfolk.....	1	do.....	.....	1	Railway iron.	24,768 00
	.....	.....	1	1	St. Thomas....	1	do.....	.....	1	do.....	830 tons..... 27,560 00
	.....	.....	3	3	New York.....	1	do.....	.....	1	do.....	20,924 00
	.....	.....	.....	.....	.....	.....	.....	.....	1	Railway iron, 1,075 tons....	1,432 00
.....	.....	.....	.....	.....	.....	.....	.....	1	do.....	34,400 00	
.....	.....	.....	.....	.....	.....	.....	.....	1	do.....	32,480 00	
.....	.....	.....	.....	.....	.....	.....	.....	1	do.....	24,000 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.			OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
GREAT BRITAIN. NEWPORT. (Bristol Consulate.) Quarter ending March 31, 1857—Continued.	1	Liverpool.....	1	Beaufort, N. C....	1	Ballast .....	.....	1	Railway iron. 947 tons.....	\$30,144 00
	4	Havre.....	1	New Orleans....	1	do.....	.....	1	do..... 852 tons.....	27,264 00
			3	New York.....	3	do.....	.....	1	do..... 1,634 tons	52,988 00
			1	Norfolk.....	1	do.....	.....	1	do..... 1,274 tons.....	40,768 00
	1	Amsterdam.....	1	Norfolk.....	1	do.....	.....	1	do..... 912 tons.....	29,184 00
	1	Hamburg.....	1	New York.....	1	do.....	.....	1	do..... 750 tons.....	24,000 00
	1	Nantes.....	1	Havana.....	1	do.....	.....	1	do..... 550 tons,& coal	17,900 00
			19	.....	19	.....	.....	1	Coal..... 820 tons.....	1,640 00
								19	.....	412,240 00
Quarter ending June 30.	5	Havre.....	1	Ceylon	1	Ballast .....	.....	1	Coals..... 1,400 tons.....	2,800 00
			4	New York.....	4	do.....	.....	1	Railway iron 1,350 tons.....	43,200 00
								1	do..... 1,419 tons.....	43,808 00
								1	do..... 997 tons.....	31,904 00
								1	do..... 1,050 tons.....	33,600 00
	1	London.....	1	New Orleans	1	do.....	.....	1	do..... 700 tons.....	22,400 00
	1	Liverpool.....	1	Charleston.....	1	do.....	.....	1	do..... 720 tons.....	23,040 00
	1	Nantes.....	1	St. Thomas.....	1	do.....	.....	1	Coals..... 750 tons.....	1,500 00
	8	.....	8	.....	8	.....	.....		.....	202,952 00
Quarter ending Sep- tember 30.	1	Miramichi.....	1	Havana	1	Deals.....	.....	1	Coal, 790 tons.....	1,780 00
	2	Havre.....	1	Norfolk.....	1	Ballast .....	.....	1	Iron, 1,200 tons.....	38,400 00
				Sagua la Grande.	1	do.....	.....	1	Coal and iron.....	12,320 00
	1	St. George's.....	1	Cardiff.....	1	Deals.....	.....	1	Ballast .....	.....
	2	Gloucester. ...	1	Beaufort.....	1	Ballast .....	.....	1	Iron.....	7,960 00
				Havana.....	1	do.....	.....	1	Coal, 934 tons.....	1,968 00
	2	Trieste.....	1	Beaufort.....	1	do.....	.....	1	Iron, 674 tons.....	21,968 00
			Havana.....	1	do.....	.....	1	Coal, 650 tons.....	1,300 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. CARDIFF. (Bristol Consulate.) Quarter ending March 31, 1857—Continued.	15	London.....	1	Newvetas	1	Ballast	1	Coal, 480 tons.....	£ s. d. 264 0 0
			1	St. Jago de Cuba.	1	..do.....	1	Coal, 553 tons.....	396 0 0
			3	New York.....	1	..do.....	1	Iron, 700 tons.....	5,600 0 0
			1	..do.....	1	..do.....	1	Iron, 648 tons.....	5,184 0 0
			1	..do.....	1	..do.....	1	Iron, 746 tons.....	5,968 0 0
			2	..do.....	2	..do.....	2	Iron, 1,430 tons.....	11,440 0 0
			1	New Orleans ..	1	..do.....	1	..do.....	..
			1	Sydney	1	Ballast	1	Coals, 2,104 tons.....	1,157 0 0
			1	Bangor	1	..do.....	1	Iron, 554 tons.....	4,432 0 0
	3	Gloucester	1	New Orleans ..	1	..do.....	1	Iron, 748 tons.....	7,480 0 0
			1	..do.....	1	..do.....	1	Iron, 700 tons.....	5,600 0 0
			1	Norfolk.....	1	..do.....	1	Iron, 500 tons.....	4,000 0 0
	1	Bristol.....	1	..do.....	1	..do.....	1	Coals, 762 tons.....	419 0 0
			1	St. Jago de Cuba.	1	..do.....	1	Iron, 764 tons.....	6,113 0 0
			1	New York.....	1	..do.....	1	Coals, 1,082 tons.....	592 0 0
4	Havre	1	Caldera.....	1	..do.....	1	Iron, 801 tons.....	6,408 0 0	
		1	Fernandina.....	1	..do.....	1	Iron, 1,042 tons.....	8,236 0 0	
		2	New York.....	1	..do.....	1	Iron, 964 tons.....	7,712 0 0	
1	Put back in dis- tress.....	1	New Orleans.....	1	..do.....	1	Coals, 1,082 tons.....	592 0 0	
2	Amsterdam.....	1	Savannah	1	Ballast	1	Iron, 440 tons.....	3,520 0 0	
		1	Charleston.....	1	..do.....	1	Iron, 700 tons.....	5,600 0 0	
								139,836 0 0	
32			32				At \$5 to the £ equal to...	\$699,180 00	
Quarter ending June 30.			1	Ballast	1	Iron, 900 tons.....	7,300 0 0		
			1	..do.....	1	Iron, 1,300 tons.....	10,400 0 0		
			1	..do.....	1	Iron, 1,100 tons.....	8,800 0 0		
			1	..do.....	1	Iron, 1,250 tons.....	10,000 0 0		
			1	..do.....	1	Iron, 800 tons.....	6,400 0 0		
			1	..do.....	1	Iron, 913 tons.....	7,304 0 0		
			1	..do.....	1	Iron, 1,350 tons.....	10,900 0 0		
Entered : 24 ships, 1 barque. Cleared : 24 ships, 1 barque. Aggregate tonnage entered : 18,522 tons.									

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN

241

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		Where from.	CLEARED.		INWARD.		OUTWARD.		
	No. of vessels.	No. of vessels.		No. of vessels.	Where for.	No. of vessels.	Description.	Value.		No. of vessels.
GREAT BRITAIN. CARDIFF. (Bristol Consulate.) Quarter ending Sept. 30, 1855—Continued.	1	Miramichi	1	Beaufort	1	Deals	1	Iron, 360 tons.....	\$14,400 00
			3	New York	3	Ballast.....	3	Iron, 2,255 tons.....	90,240 00
			1	Charleston	1	do	1	Iron, 920 tons.....	35,800 00
			3	Ceylon	3	do	3	Coal, 2,432 tons.....	6,080 00
	12	Gloucester.....	1	Havana	1	do	1	Coal, 563 tons.....	1,407 50
			1	Malta	1	do	1	Coal, 468 tons.....	1,170 00
			2	St. Thomas.....	2	do	2	Coal, 1,165 tons.....	2,912 50
			1	Jamaica	1	do	1	Coal, 560 tons.....	1,400 00
	2	Trieste	1	Beaufort	1	do	1	Iron, 750 tons.....	30,000 00
			1	New York	1	do	1	Iron, 817 tons.....	32,680 00
	1	Lisbon	1	do	1	do	1	Iron, 451 tons.....	18,040 00
			4	do	4	do	4	Coal, 531 tons; iron, 2,938 do.	118,727 50
			1	Ceylon	1	do	1	Coal, 783 tons.....	1,957 50
	10	Bristol	1	Montevideo.....	1	do	1	Coal, 1,428 tons.....	3,570 00
SWANSEA. (Bristol Consulate.) Quarter ending Dec. 31, 1856.			2	Havana	2	do	2	Coal, 1,257 tons.....	3,142 50
			1	Portland	1	do	1	Iron, 920 tons.....	36,800 00
			1	Havana	1	do	1	Iron, 621 tons.....	24,840 00
	1	Cork	1	New York	1	do	1	Iron, 560 tons.....	22,400 00
	1	Waterford.	1	City Point, Va...	1	do	1	Iron, 760 tons.....	30,400 00
	2	Dublin	1	Charleston	1	do	1	Iron, 350 tons.....	14,000 00
			1	Marseilles	1	do	1	Coal, 540 tons.....	1,350 00
	1	Newry	1	Trinidad	1	do	1	Coal, 570 tons.....	1,425 00
	1	Newport	1	New York	1	do	1	Iron, 849 tons.....	33,950 00
	43	43	43	43	793,005 00
		No return								No return.
	Quarter ending Mar. 31, 1857.	2	Gloucester	1	Fernandina	1	Ballast	1	Iron, 374 tons.....
			1	St. Jago	1	do	1	Coal, 425 tons.....	900 0 0
Entered: 3 first class, 1 —. Cleared: 3 first class, 1 —.										

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.			OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
GREAT BRITAIN. SWANSEA. (<i>Bristol Consulate.</i>) Quarter ending March 31, 1857—Continued.	1	Cardiff.....	1	Bahia	1	Coals, (474 tons).....	£ s. d. 237 0 0	1	Coals, (inward) 474 tons	£ s. d. 237 0 0	Aggregate tonnage entered: 1,384 tons.
	1	Havre	1	St. Mark's.....	1	Ballast .....	.....	1	Iron, 600 tons.....	4,600 0 0
							237 0 0			8,029 0 0	
	4	.....	4	.....	4	At \$5 to the £ equal to...	\$1,185 00	4	At \$5 per £ equal to.....	\$40,145 00
Quarter ending June 30	1	Bordeaux.....	1	Valparaiso.....	1	Ballast	1	Coals, 1,000 tons.....	£ s. d. 500 0 0	Entered: 1 ship, 1 schooner. Cleared: 1 ship, 1 schooner. Aggregate tonnage entered: 1,127 tons.
	1	Amsterdam.....	1	St. Mark's.....	1	do .....	.....	1	Iron, 450 tons	3,825 0 0
										4,325 0 0	
	2	.....	2	.....	2	.....	.....	2	At \$5 per £ equal to.....	\$21,625 00
Quarter ending Sept. 30.	1	Cuba.....	1	New York.....	1	Copper ore, 564 tons	1	Coal	\$1,912 50	Entered: 4 vessels. Classes not given in consular returns Cleared: 4 vessels. Classes not given in consular returns. Aggregate tonnage entered: 2,132 tons.
	1	Havre.....	1	Caldera	1	Ballast .....	.....	1	do.....	2,247 50
	1	St. Stephen's	1	Rio Janeiro.....	1	Timber.....	.....	1	do.....	1,077 50
	1	Richibucto	1	Cuba.....	1	do.....	.....	1	Ballast .....	.....
GLOUCESTER. (<i>Bristol Consulate.</i>) Quarter ending Dec. 31, 1856.	4	4	4	4	5,137 50	No return.
		No return .....		.....		.....	.....		.....	.....
		
		
Quarter ending March 31, 1857.	2	New York.....	1	Norfolk	1	Wheat, 3,185 quarters.....	38,920 00	1	Entered: 4 vessels. Classes not given in consular returns. Cleared: 4 vessels. Aggregate tonnage entered: 1,908 tons.
			1	Fernandina.....	1	Wheat, 3,565 quarters.....	42,780 00	1	.....	.....
	2	Shediac.....	1	Charleston	1	Lumber, 600 tons .....	.....	1	.....	.....
			1	St. Jago	1	Lumber, 530 tons .....	.....	1	.....	.....
Quarter ending June 30.	4	4	4	81,000 00	4	No return.
		No return .....		.....		.....	.....		.....	.....

Entered: 1 ship, 1 schooner.
Cleared: 1 ship, 1 schooner.
Aggregate tonnage entered: 1,127 tons.

Entered: 4 vessels. Classes not given in consular returns
Cleared: 4 vessels. Classes not given in consular returns.
Aggregate tonnage entered: 2,132 tons.

Entered: 4 vessels. Classes not given in consular returns.
Cleared: 4 vessels.
Aggregate tonnage entered: 1,908 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

243

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. GLOUCESTER. (Bristol Consulate.) Quarter ending Sept. 30.	2	St. George.....	2	Cardiff...	2	Deals.....	\$19,500 00	2	Ballast.....	Entered: 17 vessels, classes not given in consular returns.
	2	Richibucto, (N.B.).....	2	do.....	2	do.....	13,500 00	2	do.....	Cleared: 17 vessels, classes not given in consular returns.
	2	Tamagouche.....	{	Newport.....	1	do.....	6,000 00	1	do.....	Aggregate tonnage entered: 9,047 tons.
	3	St. John's.....	3	Cardiff.....	3	do.....	31,750 00	3	Ballast.....	
	1	St. Stephen.....	1	do.....	1	do.....	9,000 00	1	do.....	
	1	Shediac.....	1	do.....	1	do.....	8,500 00	1	do.....	
	3	Magagudavice....	3	do.....	1	do.....	28,000 00	3	do.....	
	1	Bucktouché....	1	do.....	3	do.....	7,950 00	1	do.....	
	2	New Castle.....	2	do.....	2	do.....	17,500 00	2	do.....	
	17	.....	17	.....	17	.....	147,000 00	17	.....
FALMOUTH. Alfred Fox. Quarter ending Dec. 31, 1856.	1	Montevideo.....	3	London.....	3	Bone and bone ashes.....	.....	3	Inward cargo.....	Entered: 3 ships, 2 barques, 1 schooner.
	1	Havana.....	1	Bristol.....	1	Sugar, 855 tons.....	.....	1	do.....	Cleared: 3 ships, 2 barques, 1 schooner.
	2	New York.....	1	Amsterdam.....	1	Wheat, 30,773 bushels.....	.....	1	do.....	Aggregate tonnage entered: 3,327 19.95 tons.
	2	Akyab.....	1	Bilboa.....	1	Rice, 1,945 tons.....	.....	1	do.....	
	6	.....	6	.....	6	.....	.....	6	.....
	1	In port.....	1	.....	1	In port.....	.....	1	Wheat.....	Entered: 1 ship, 2 barques, and 1 in port.
Quarter ending March 31, 1857.	1	Alexandria.....	1	London.....	1	Barley, 2,200 quarters.....	.....	1	Same as inward.....	Cleared: 1 ship, 3 barques.
	1	Santa Cruz.....	1	Antwerp.....	1	Mahogany.....	.....	1	do.....	Aggregate tonnage entered: 1,383 31.95 tons.
	1	Bassin.....	1	London.....	1	Rice, 620 tons.....	.....	1	do.....	
	4	.....	4	.....	4	.....	.....	4	.....
Quarter ending June 30.	1	Odessa.....	1	Antwerp.....	1	Rice, sugar, &c., about 850 tons.....	.....	1	Rice, sugar, &c.....	Entered: 2 ships, 1 barque, 2 brig- antines.
	1	Alexandria.....	1	Alton.....	1	Barley, about 1,900 quarters.....	.....	1	Barley.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	No. of Vessels.	Where from.	No. of Vessels.	CLEARED.		INWARD.			OUTWARD.	
				Where for.	Description.	Description.	Value.		Description.	Value.
GREAT BRITAIN. FALMOUTH. <i>Alfred For.</i> Quarter ending June 30, 1857—Continued.	1	Rio Grande.....	1	Exeter.....	1	Hides, about 280 tons.....	.....	1	Hides.....	.....
	1	Matanzas.....	1	London.....	1	Sugar, about 600 tons.....	.....	1	Sugar.....	.....
	1	Akyab.....	1	In port.....	1	Rice, about 1,300 tons.....	.....	1	In port.....	.....
	5	.....	5	.....	5	.....	.....	5	.....	.....
	4	Matanzas, for or- ders.	2	London.....	2	Sugar and molasses.....	.....	2	Inward cargo.....	.....
Quarter ending Sept. 30.	3	Havana, for orders	1	Glasgow.....	1	Molasses.....	.....	1	do.....	.....
	2	Rio Grande, for orders.....	1	Bristol.....	1	Sugar.....	.....	1	do.....	.....
	1	Cuba, for orders..	1	London.....	1	do.....	.....	1	do.....	.....
	2	Akyab, for orders.	1	Cronstadt.....	1	do.....	.....	1	do.....	.....
	1	Puget's Sound, for orders.....	1	Bristol.....	1	do.....	.....	1	do.....	.....
PLYMOUTH. <i>Thomas W. For.</i> Quarter ending Dec. 31, 1856.	1	Bombay, for or- ders.....	2	Bristol.....	2	Hides and horns.....	.....	2	do.....	.....
	1	.....	1	London.....	1	Sugar.....	.....	1	do.....	.....
	1	.....	2	Antwerp.....	2	Rice and rattans.....	.....	2	do.....	.....
	1	.....	1	Chatham.....	1	Timber.....	.....	1	do.....	.....
	1	.....	1	Hamburg.....	1	Cotton, 1,100 tons.....	.....	1	do.....	.....
Quarter ending Dec. 31, 1856.	14	.....	14	.....	14	.....	.....	14	.....	.....
	1	New Orleans....	7	New Haven, Con.	7	Put in for shelter and repairs.....	.....	7	.....	.....
	1	Liverpool.....	1	Boston.....	.....	.....	.....	.....	.....	.....
	1	Cuba.....	1	London.....	.....	.....	.....	.....	.....	.....
	1	Batavia.....	1	Antwerp.....	.....	.....	.....	.....	.....	.....
Quarter ending Dec. 31, 1856.	1	Charleston, S. C..	1	Havre.....	.....	.....	.....	.....	.....	.....
	1	Shields.....	1	Savannah.....	.....	.....	.....	.....	.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN

245

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
GREAT BRITAIN. PLYMOUTH. <i>Thomas W. Fox.</i> Quarter ending Dec. 31, 1856—Continued.	1	Antwerp	1	Cardiff .....	.....	.....	.....	.....	.....	.....
	7	.....	7	.....	.....	.....	7	.....	.....	.....
	1	London	1	Calcutta	2	Put in for repairs .....	.....	2	Put in for repairs .....	.....
	1	Calcutta	1	Amsterdam	1	do. ....	.....	3	do. ....	.....
Quarter ending March 31, 1857.	1	Havre	1	New York	2	In port .....	.....	.....	.....	.....
	2	In port	1	Cardiff .....	.....	.....	.....	.....	.....	.....
			1	Havre .....	.....	.....	.....	.....	.....	.....
	5	.....	5	.....	.....	.....	5	.....	.....	.....
									
Quarter ending June 30.	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	No return
Quarter ending Sept. 30.	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	No return
NEWCASTLE UPON TYNE. <i>H. Dwy.</i> Quarter ending Dec. 31, 1856.	19	London	18	New York	28	Ballast .....	.....	13	Coals, 4,249 chaldrons	£ s. d. 4,755 16 0
	4	Hull	2	Boston .....	.....	.....	.....	7	Coals, 6,740 tons	2,784 6 0
	3	Bremen	2	Naples .....	.....	.....	.....	.....	Chemicals, 745 tons	7,000 0 0
	1	Antwerp	1	Cronstadt .....	.....	.....	.....	2	Coals and chemicals, 1,700 tons	6,700 0 0
	1	Hartlepool	1	Constantinople .....	.....	.....	.....	1	Coals, chemicals, and fire- bricks, 912 tons	3,727 2 0
			1	Philadelphia .....	.....	.....	.....	.....	.....	.....
			1	New Haven .....	.....	.....	.....	1	Hatters' wares, coals, glass, chemicals, chains, grind- stones, 875 tons	3,033 4 0
			1	Providence .....	.....	.....	.....	.....	.....	.....
			1	Savannah .....	.....	.....	.....	.....	.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	No. of Vessels.	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
		Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. NEWCASTLE UPON TYNE. H. Davy. Quarter ending June 30, 1857—Continued.	3	Antwerp.....	{ 1 2	1 2	Genoa..... In port.....	1 2	Ballast..... Not accounted for.....	1 2	Coal, iron, coke..... Not accounted for.....	£ s. d. 300 0 0	
	2	Bremen.....	{ 1 1	1 1	New York..... Not accounted for.....	1 1	Ballast..... In port.....	1 1	Coal..... Not accounted for.....	210 0 0	
	2	Rotterdam.....	2	2	Caldera.....	{ 1 1	Ballast..... do.....	1 1	Coal..... do.....	360 0 0 270 0 0	
	3	Havre.....	{ 1 1 1	1 1 1	Havana..... Not accounted for..... New York.....	1 1 1	do..... In port..... Ballast.....	1 1 1	do..... Not accounted for..... Coal.....	480 0 0 300 0 0	
	22	.....	22	.....	.....	22	.....	22	At \$5 per £ equal to.....	15,780 0 0 \$78,900 00
	Quarter ending Sept. 30.	19	London ..	1	1	New Haven ..	1	Ballast ..	1	Coal.....	£ s. d. 240 0 0
		5	Hamburg.....	6	6	Boston ..	6	do.....	6	Chemicals, coal, iron ..	9,767 0 0
		3	Rotterdam ..	23	23	New York ..	23	do.....	23	Coal, chemicals, iron, bricks, fruit.....	16,812 0 0
		3	Hull	2	2	Philadelphia ..	2	do.....	2	Coal and chemicals ..	1,157 0 0
		6	Antwerp ..	1	1	Rio Janeiro ..	1	do.....	1	Coal and coke ..	600 0 0
1		New Dippe ..	1	1	Caldera ..	1	do.....	1	Coal	330 0 0	
5		Bremen	2	2	Hong Kong ..	2	do.....	2	do.....	416 0 0	
1		Cherbourg ..	1	1	Calcutta ..	1	do.....	1	do.....	450 0 0	
2		Amsterdam ..	1	1	Barcelona ..	1	do.....	1	Coal and coke ..	618 0 0	
1		Bordeaux ..	1	1	Alicante.....	1	do.....	1	Coal	112 0 0	
2	Havre.....	1	1	Jamaica.....	1	do.....	1	Coal, iron, and chemicals ..	700 0 0		
			1	Constantinople ..	1	do.....	1	Coal	123 0 0		
			5	Savannah ..	5	do.....	5	do.....	1,136 0 0		
			2	Sold	2		2		.....	.....
	48	.....	48	.....	48	.....	48	.....	32,431 0 0	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES--Continued.

32 *

*

GREAT BRITAIN.

GLASGOW.

Philip T. Hcartt.

Quarter ending March
31, 1857.

GREAT BRITAIN.

249

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		CLEARED.		INWARD.		OUTWARD.					
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.	
GREAT BRITAIN. GLASGOW. <i>Philip T. Hewitt.</i> Quarter ending March 31, 1857.	14	In port	2	New Orleans....	14	In port	2	General and pig iron, 1,300 tons	\$27,815 00	Entered: 9 ships, 7 barques, and 14 in port at commencement of quarter. Cleared: 5 ships, 6 barques, and 14 not reported; 4 ships and 1 barque in port at close of quar- ter. Aggregate tonnage entered: 10,582 tons.
			4	New York	1	General .....	.....	.....	4	.....do..... 1,850 tons	79,090 00
			2	Matanzas	1	Breadstuffs .....	.....	.....	2	Coal .....	.....
			1	Vulparaíso	1	.....do.....	.....	.....	1	General	58,332 00
			1	Australia	1	General cargo .....	.....	.....	1	.....do.....	53,748 00
			1	Boston	1	Wheat, 3,698 quarters .....	.....	.....	1	General and pig iron, 100 tons.	27,273 00
			1	Aden	1	Wheat, 845 quarters .....	.....	.....	1	Coal	1,573 00
			1	Havana	1	Cotton, 2,731 bales .....	.....	.....	1	.....do.....	.....
			1	Trieste	1	Guano .....	.....	.....	1	Coal and iron	22,458 00
			1	New York	1	Ballast .....	.....	.....	1	General and pig iron, 800 tons.	24,970 00
Quarter ending June 30	6	New York	1	Honduras	1	Cotton	1	General	34,035 00	Entered: 5 ships, 2 barques, 5 elase not reported. Aggregate tonnage entered: 4,291 tons. In port at close of the quarter: 1 barque.
			1	New Orleans	1	Deals .....	.....	.....	1	General and pig iron, 500 tons.	9,849 00
			1	Havana	4	General .....	.....	.....	1	Coal .....	.....
			1	Calcutta	1	Cotton .....	.....	.....	1	Railroad iron	10,924 00
			1	Cuba .....	.....	.....	.....	.....	1	Coal .....	.....
			1	New Orleans .....	.....	New Orleans .....	.....	.....	1	General and pig iron, 500 tons.	10,185 00
			1	London .....	.....	Aden .....	.....	.....	1	Two iron lighters and coal ...	10,019 00
			1	Ireland .....	.....	Cuba .....	.....	.....	1	General and pig iron, 550 tons.	17,569 00
			1	New Orleans	1	New York .....	.....	.....	1	.....do..... 250 tons.	17,124 00
			1	St. Stephen's	1	Boston .....	.....	.....	1	In port .....	.....
		4	New York	5	In port .....	.....	.....	.....	5	In port .....	.....
		1	New Orleans	1	New Orleans .....	.....	.....	.....	.....	.....	.....
		30	.....	30	.....	80	.....	.....	30	.....	404,964 00
		5	In port at com- mencement of quarter	2	Bombay	5	In port at commencement of quarter	2	General and cast iron pipes...	60,896 00
		3	New York	1	Australia	3	General	1do .... .do.....	50,162 00
		1	Liverpool	1	Boston	1	Ballast	1	General and pig iron, 375 tons.	15,333 00
		1	New Orleans	1	New York	1	General	1do..... 650 tons.	31,847 00
		1	Londonderry	3do.....	1	Ballast	3	General and 1,718 tons pig iron	64,236 00

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

251

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.		CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.
GREAT BRITAIN.								
DUBLIN.								
<i>J. Barrett.</i>								
Quarter ending June 30, 1857.		No return.						No return.
Quarter ending Sept. 30.	1	Portland.	1	Liverpool.	1	Deals.	£ 200 0 0	Entered: 1 ship, 2 barques, 1 schooner.
	3	St. John's.	2	Newport.	1	Deals.	1,250 0 0	Cleared: 1 ship, 2 barques, 1 schooner.
				Cardiff.	2	Deals.	1,900 0 0	Aggregate tonnage entered: 1,998 37.95 tons.
	4		4			At \$5 per £ equal to....	3,550 0 0	
							\$16,750 00	
BELFAST.								
<i>J. Higgins.</i>								
Quarter ending Dec. 31, 1856.	1	Not reported.	1	Not reported.	1	Not reported.		Entered: 1 vessel. Cleared: 1 vessel.
Quarter ending Mar. 31, 1857.	1	Baltimore.	1	Not reported.	1	Corn.		Entered: 1 ship. Cleared: 1 ship.
Quarter ending June 30.		No return.						No return.
Quarter ending Sept. 30.		No return.						No return.
LONDON DERRY.								
<i>J. R. Smith.</i>								
Quarter ending Dec. 31, 1856.	2	Philadelphia.	1	W. coast of Africa.	1	Indian corn, 230 tons.	£ 1,847 6 8	Entered: 1 ship, 1 barque. Cleared: 1 ship, 1 barque.
			1	Newport & N. Y.	1	Indian corn, flour, and rosin.	Unknown.	Aggregate tonnage entered: 937 tons.
	2		2		2		1,847 6 8	
Quarter ending Mar. 31, 1857.		No return.						No return.
Quarter ending Sept. 30.		No return.						No return.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
GREAT BRITAIN. CORK. H. Keenan. Quarter ending Dec. 31, 1856.	2	Liverpool.....	1	New Orleans....	1	Guanos, 2, 100 tons.....	\$100,000 00	{ Same as inward; vessels having put in for repairs...	{ }	Entered: 6 ships, 3 barques, 1 brig. Cleared: 5 ships, 1 barque, 1 brig. Aggregate tonnage entered: 916.68-95. Tonnage of 1 ship not reported.
	1	New York.....	1	New York.....	1	Iron, &c., 878 tons.....	12,000 00			
	1	Boston.....	1	New London, Ct..	1	Salt, 800 tons.....	Unknown....	1	Ballast.....	In port at commencement of the quarter: 1 ship and 1 brig.
	1	Cardiff.....	1	Whaling, South Seas.....	1	Deals.....	do.....			In port at close of the quarter: 2 ships, 2 barques, 1 brig. Two of the foregoing were wrecked.
	1	Glasgow.....	1	Scas.....	1	Coals.....	do.....			
	1	Callao.....	1	Boston.....	1	Iron.....	do.....			
	1	Shields.....	1	Liverpool.....	1	Pig metal, potatoes, and beer.	do.....			
	1	Gothenburg.....	1	Not reported....	1	General.....	do.....			
	1	Mackadavy.....			1	Wheat, 13,812 bushels; flour, 500 bbls.; staves, 5,000.....	do.....			
					1	Ballast.....	do.....			
Quarter ending Mar. 31, 1857.	10		7		10		112,000 00	7		
	6	Callao.....	7	London.....	6	Guanos, 6,510 tons.....	\$925,000 00	21	Same as inward.....	Same as in- ward.
	5	New Orleans...	5	Liverpool.....	1	Pig metal, potatoes, and beer..	10,000 00	1	In port.....	
	2	Liverpool..	2	Glasgow.....	1	Wheat, 13,812 bags; flour, 500 bbls.; staves, 5,000....	Unknown....	1	Sold.....	
	2	Rio de Janeiro...	1	New Orleans ..	1	Iron, 700 tons.....	do.....	1	Wrecked.....	
	1	New York.....	1	Philadelphia.....	4	Cotton.....	do.....			
	1	Boston.....	1	Bordeaux.....	1	Cotton, 2,185 bales.....	do.....			
	1	Glasgow.....	1	Bristol.....	2	Timber.....	do.....			
	1	Darien.....	1	Savannah.....	2	Guanos.....	do.....			
	1	Canton.....	1	Dundee.....	1	General merchandise, about 1,400 tons.....	do.....			
	1	Cardiff.....	1	Leith.....	1	Sugar, &c., 700 tons.....	do.....			
	1	St. Stephen's...	1	Sold.....	1	Coal, &c., 820 tons.....	do.....			
	1	Santa Cruz.....	1	Wreck.....	1	Mahogany and logwood.....	do.....			
	1	Belize.....	1	In port.....	1	Deals and oars.....	do.....			
					1	Ballast.....	do.....			
	24		24		24		435,000 00	24		

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		No. of Vessels.	INWARD.		Value.	No. of Vessels.		OUTWARD.	Value.
	Where from.	Where for.		Description.	Description.					
GREAT BRITAIN. CORK. <i>Hugh Keenan.</i> Quarter ending June 30, 1857.	1	In port at com- mencement of quarter.....		For orders—des- tination not re- ported.....			1	Mahogany and hides (inward cargo).....	\$35,000 00	
	9	New Orleans.....	do.....		\$1,029,400 00	8	Same as inward.....	1,029,400 00	
	9	Callao.....	do.....		1,051,210 00	1do.....	1,051,210 00	
	2	Savannah.....	do.....			8do.....	1,051,210 00	
	2	Mobile.....	do.....		248,500 00	2do.....	248,500 00	
	2	Cardenas.....	do.....		335,000 00	2do.....	335,000 00	
	1	Foo Chou.....	do.....			2do.....		
	1	Newport, Wales.....	do.....		300,000 00	1do.....	300,000 00	
	1	Antwerp.....	do.....		25,000 00	1do.....	25,000 00	
	1	Montevideo.....	do.....		95,000 00	1do.....	95,000 00	
	1	Honduras.....	do.....			1do.....		
	1	Matanzas.....	do.....			1do.....		
	1	Rangoon.....	do.....			1do.....		
	1	Bordeaux.....	do.....			1do.....		
	1	Buenos Ayres.....	do.....		12,500 00	1	Oats, 400 sacks.....		
	1	Boston.....	do.....			2	In port.....		
	35							Total reported.....	3,119,110 00	
Quarter ending Sept. 30, 1857.	1	Buenos Ayres.....		Antwerp.....			1	For repairs.....		
	1	Antwerp.....		Boston.....		95,000 00	1do.....		
	1	Bordeaux.....		Liverpool.....		12,500 00	1	Oats, 400 sacks, and inward.....		
	1	Boston.....		Melbourne.....			1	Part inward.....		
	17	Callao.....		Waiting orders.....			17	Waiting orders.....		
	2	Matanzas.....	do.....		1,595,800 00	2do.....		
	1	Apalachicola.....	do.....			1do.....		
	2	Cardenas.....	do.....			2do.....		

Entered : 26 ships, 11 barques, 2
brigs, 2 frigates, 4 in port.
Cleared : 24 ships, 13 barques, 4
brigs, 2 frigates, 1 sold, 1 in port.
Agg. tonnage entered : 30,551 1-9
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

255

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. HONG KONG. Quarter ending Dec. 31, 1856—Continued.	1	Bankok.....	.....	.....	.....	.....	.....	.....	.....	.....
	1	Ningpo.....	.....	.....	.....	.....	.....	.....	.....	.....
	6	Other ports.....	.....	.....	.....	.....	.....	.....	.....	.....
	42	.....	42	.....	42	.....	.....	42	.....	.....
	1	Put back in dis- tress.....	.....	.....	.....	.....	.....	.....	.....	.....
	5	Shanghai
		
		
		
		
3	Formosa .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		
		
		
		
3	Whampoa ...	.....	.....	.....	.....	.....	.....	.....	.....	.....
		
		
		
		
7	San Francisco.	.....	.....	.....	.....	.....	.....	.....	.....	.....
		
		
		
		
3	New York.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		
		
		
		
1	Liverpool.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		
		
		
		
2	London .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		
		
		
		
2	Whaling voyage }	.....	.....	.....	.....	.....	.....	.....	.....	.....
		
		
		
		
Quarter ending March 31, 1857.		.....	.....	.....	.....	.....	.....	.....	.....	.....
		
		
		
		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

257

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	No. of Vessels.	ENTERED. Where from.	No. of Vessels.	CLEARED. Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
GREAT BRITAIN. HONG KONG. Quarter ending June 30, 1857—Continued.	4	Fouchou	1	Not stated	1	Alum. ....	.....	1	.....	.....
			1	do	1	Assorted cargo. ....	.....	1	.....	.....
			2	do	2	Ballast. ....	.....	2	.....	.....
	2	East Coast.	2	do	2	Alum. ....	.....	2	.....	.....
	2	Singapore.	2	do	2	Rice .....	.....	2	.....	.....
	7	Siam	7	do	7	do .....	.....	7	.....	.....
	1	Akyab	1	do	1	do .....	.....	1	.....	.....
	2	New York.	1	do	1	Assorted cargo. ....	.....	1	.....	.....
	1	Manila.	1	do	1	Coal .....	.....	1	.....	.....
	2	London	2	do	2	Assorted cargoes. ....	.....	2	.....	.....
	1	Put back in port .	1	do	1	Assorted cargo. ....	.....	1	.....	.....
	1	Prata Shoal.	1	Coaster.	1	Ballast. ....	.....	1	.....	.....
	1	Boston	1	Not stated	1	Assorted cargo. ....	.....	1	.....	.....
	1	Melbourne	1	do	1	Ballast. ....	.....	1	.....	.....
	48	.....	48	.....	48	.....	.....	48	.....	.....
Quarter ending Sep- tember 30.	.....	No return. ....	.....	.....	.....	.....	.....	.....	No return.	
CALCUTTA. <i>Charles Haffnagle.</i> Quarter ending De- cember 31, 1856.	8	In port at com- mencement of quarter	30	Boston	8	In port at commencement of quarter .....	.....	.....	.....	.....
	8	Boston	10	New York.	16	Boards, 166,891 feet; tar, 680 barrels; segars, 600,000; turpentine, 462 barrels; tim- ber, 40 pieces; rosin, 410 barrels; salt, 1,000 tons; pitch, 985 barrels; cassia,	.....	.....	.....	.....
	3	New York.	6	London. ....	.....	.....	.....	.....	.....	.....
	4	London.	2	Bordeaux. ....	.....	.....	.....	.....	.....	.....
	8	Liverpool	2	Bombay .....	.....	.....	.....	.....	.....	.....
	5	Bombay	2	China .....	.....	.....	.....	.....	.....	.....
	2	China	1	Akyab. ....	.....	.....	.....	.....	.....	.....
Entered: 49 vessels. Cleared: 56 vessels.										

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

259

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
GREAT BRITAIN. CALCUTTA. <i>Charles Haffnagle.</i> Quarter ending March 31, 1857.—Continued										
			4	New York.....					pieces; turmeric, 132 maunds; straw hats, 4 boxes; hemp, 2, 439 maunds; carpets, 2 packages; indigo, 1, 585 maunds; fishing rods, 1, 000; jute, 53, 313 maunds; cassia, 813 maunds; senna leaf, 46 maunds; cutch, 545 maunds; castor oil, 3, 769 maunds; &c.....	
			4	New York.....					Saltpetre, 6, 539 maunds; cow- hides, 13, 300 pieces; linseed, 117, 738 maunds; buffalo hides, 2, 480 pieces; jute, 6, 595 maunds; goatskins, 2, 000 pieces; indigo, 573 maunds; gunny bags, 20, 350 pieces; gum, 30 maunds; grey cloth, 17, 736 pieces; shellac, 847 maunds; mats, 15 bales; lac dye, 468 maunds; coir matting, 250 rolls; tur- meric, 194 maunds; calf- skins, 900 pieces; ginger, 579 maunds.....	
			1	London.....					Linseed, 4, 292 maunds; red- wood, 2, 276 pieces; lac dye, 279 maunds; wheat, 2, 800 maunds; indigo, 639 maunds; rice, 10, 920 maunds; mus- tard seed, 5, 665 maunds, &c.	
		2	Rangoon.....					Furniture, 18 packages; blocks, 5 cases and 9 pair; rope, 73 packages; spurs, 21 pieces;		

NOTE.—One vessel, not included
in the above, which put back for
repairs during last quarter, clear
ed in this quarter with original
cargo.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. CALCUTTA. <i>Charles Haffnagle.</i> Quarter ending March 31, 1857—Continued.	1	Liverpool.....	.....	.....	1	Coal, 30 tons; quinine, 2 cases; whiskey, 20 cases; railway iron and fixtures, 110 tons...	.....	.....	.....	.....
	2	Cape Town ....	.....	.....	{	1	Cotton, 45 bales; flour, 80 bar- rels; ballast, &c.....	.....	.....	.....
		1	Bombay .....	.....		1	Ballast.....	.....	.....	.....
		1	Melbourne.....	.....		1	Salt, 425 tons, and sundries...	.....	.....	.....
	1	Melbourne.....	2	New York.....	1	Ballast.....	.....	.....	.....	.....
	1	Sydney .....	.....do.....	.....	1	Stone ballast.....	.....	.....	.....	.....
	1	Liverpool.....	1	Liverpool.....	1	Railway iron, 891 tons.....	1	Linseed, 3,430 maunds; cow- hides, 3,000 pieces; tobacco, 5 maunds; redwood, 1,746 pieces; shellac, 300 maunds; calfskins, 1,254 pieces; mus- tard seed, 1,364 maunds; sugar, 861 maunds; jute, 3,717 maunds; rice, 18,030 maunds.....
	1	Buenos Ayres....	1	Gibraltar	1	Sand ballast.....	1	Dholl, 8 maunds; canvass, 16 packages; rope, 377 maunds; mats, 32 pieces; oats, 25

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

263

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. CALCUTTA. <i>Charles Haffnagle.</i> Quarter ending June 30, 1887. Quarter ending Sept. 30 1887.	.....	No return.....	.....	.....	.....	.....	.....	No return.	
	24	In port	12	Boston .....	.....	.....	12	Saltpetre, linseed, cowhide, buffalo hides, goatskins, gunny bags, gunny cloth, ginger, redwood, sheep- skins, shellac, indigo, wool, India rubber, castor oil, rice, and mustard seed	Entered: 26 ships, 6 barques, 1 schooner, 24 in port. Cleared: 17 ships, 5 barques, 24 not classified, 11 in port. Aggregate tonnage entered: 35,518 23 95ths tons.
			3	New York .....	.....	.....	3	Saltpetre, linseed, cowhides, gunny bags, gunny cloth, borax, sugar, jute, rice .....	.....
			4	China .....	.....	.....	4	Rice, 88,054 maunds .....	.....
			1	Rangoon .....	.....	.....	1	Shee, dholl, brandy, cement, nails, gunny bags .....	.....
			1	London .....	.....	.....	1	Linseed, kidskins, cutch, sugar, saltpetre, castor oil, rice, &c. ....	.....
			1	Philadelphia .....	.....	.....	1	Saltpetre, linseed, cowhides, buffalo hides, ginger, gunny bags, gunny cloth, shellac, ladye, borax, wool, &c. ....	.....
			2	Coasting vessels .....	.....	.....	2	Coasting vessels .....	.....
			3	Boston .....	.....	.....	3	Saltpetre, linseed, cow and buffalo hides, goatskins, gunny bags, gunny cloths, ginger, redwood, sheep- skins, shellac, indigo, wool, castor oil, rice, mustard seed, &c. ....	.....
			1	Gold bar, 2,085 ounces, and ballast .....	.....	.....	.....	.....	.....
			3	Railroad iron, chairs, and sun- dries .....	.....	.....	1	Rice, 29,118 maunds .....	.....
			2	In port .....	.....	.....	1	In port .....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED. Where for.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. CALCUTTA. <i>Charles Haffnagle.</i> Quarter ending Sept. 20, 1857.—Continued.	3	Mauritius.....	1	San Francisco...	2	Sand ballast.....	.....	1	Gunny bags, castor oil, twine, rice.....	.....
			1	Boston.....	.....	.....	.....	1	Saltpetre, linseed, gunny bags, gunny cloth, ginger.....	.....
	1	Buenos Ayres...	1	In port.....	1	In port.....	.....	1	In port.....	.....
			1	Boston.....	1	Ballast.....	.....	1	Saltpetre, linseed, gunny cloth, senna leaves.....	.....
	1	Madras.....	1	Boston.....	1	Sugar, 212 tons, and sundries.	.....	1	Saltpetre, linseed, cowhides, buffalo hides, goatskins, gunny bags, gunny cloth, ginger, redwood, sheep- skins, shellac, indigo, wool, castor oil, rice, mustard, &c..	.....
	7	Liverpool.....	1	Boston.....	7	Salt, 5,952 tons; railroad iron, 1,422 tons; sundries.....	.....	1	.....	.....
			1	London.....	.....	.....	.....	1	Linseed, cowhides, kidskins, poppy seed, rice.....	.....
	5	Boston.....	5	In port.....	.....	.....	.....	5	In port.....	.....
			4	Boston.....	5	Tar, pitch, rosin, tobacco, soap, clocks, tubs and buckets, spars, pine lum- ber, mahogany, toys, cot- ton flannels, specie.....	.....	4	Saltpetre, linseed, cow and buffalo hides, sheepskins, goatskins, gunny bags, gun- ny cloth, ginger, redwood, shellac, indigo, wool, cas- tor oil, rice, mustard seed, &c..	.....
	2	San Francis co...	1	In port.....	.....	.....	.....	1	In port.....	.....
			2	New York.....	2	Ballast.....	.....	2	Saltpetre, linseed, gunny bags, gunny cloth.....	.....
	1	Columbo.....	1	China.....	1	Plumbago, cotton goods.....	.....	1	Rice, 23,000 maunds.....	.....
1	Manila.....	1	Boston.....	1	Wool, old copper, segars, 13 M.	.....	1	Saltpetre, linseed, gunny bags, gunny cloth, plumbago....	.....
1	New Orleans...	1	In port.....	1	Tar, pitch, rosin, lumber, 51 M. ft.	.....	1	In port.....	.....
5	Put in for repairs.	5	Under repairs...	5	.....	.....	5	.....	.....
	57	.....	57	.....	57	.....	57	.....	.....

34 *

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	No. of Vessels.	Description.		Value.
GREAT BRITAIN. SINGAPORE. <i>John Thorne.</i> Two months ending Dec. 31, 1856.	4	Hong Kong.....	3	Calcutta.....	Coals, 2,252 tons.....	\$10,008 00	7	Sago, 4,656 piculs.....	\$16,296 00
	2	Bankok.....	2	New York.....	Cigars, 1,500,000.....	12,000 00		Gambier, 47,155 piculs.....	94,310 38
	1	Liverpool.....	1	Boston.....	Cordage, 500 piculs.....	6,000 00		Hides, 168 piculs.....	2,154 00
	1	Manila.....	1	London.....	Machinery, 40 tons.....	20,000 00		Shellac, 124 piculs.....	868 00
	1	Penang.....	1	Batavia.....	Pepper, 90 piculs.....	126 00		Pepper, 388 piculs.....	4,656 00
	1	Newport, (Wales)	8	In port.....	Nutmegs, 10 tons.....	8,960 00		Tea, 4 boxes.....	30 00
	1	Batavia.....			Tin, 100 tons.....	48,000 00		Tin, 6,657 tons.....	13,314 06
	1	Sydney.....			India rubber, 20 tons.....	21,120 00		Flour, 1,148?.....	540 00
	1	Rio Janeiro.....			Peas and beans, 1,069 bags ..	2,500 00		Rattans, 5,519 piculs.....	20,000 00
	1	Shanghai.....			Shellac, 2,450 bags ..	16,450 00		Copper cash, 21 piculs.....	525 00
1	Port Louis.....			Till seed, 238 bags ..	476 00		Betel nuts, 150 piculs.....	300 00	
1	Swansea.....			Fish, 2,077 bags.....	10,385 00		Gongs, 74 piculs.....	148 00	
				Sugar, 6,657 bags ..	44,599 00		Roadsray seed, 11 piculs.....	110 00	
				Rice, 2,135 piculs ..	4,270 00		Copper tokens, 12 piculs.....	300 00	
				Hides, 1,498 piculs.....	24,644 00		Sapan wood, 232 piculs.....	.....
				Sapan wood, 18,632 piculs...	37,264 00		Gum dammar, 38 piculs.....	418 00	
				Teas, 10,000 boxes....	70,000 00		Sugar, 170 piculs.....	875 00	
				Mattings, 2,100 rolls.....	21,000 00		Nutmegs, 67 piculs.....	3,598 00	
				Fire-crackers, 3,500 boxes...	18,500 00		Buffalo horns, 83½ piculs.....	425 25	
				Sundries.....	80,000 00		Camphor, 270 piculs.....	4,380 00	
				Ballast .....	.....		Sundries	80,000 00
							1 Ballast .....	.....
							8 In port... ..	.....
	16		16			456,302 00	16		243,277 91
Quarter ending March 31, 1857.	8	In port	8		518 tons coal; 4,252 tierces rice; 1,490 piculs sapan wood; 389 packages lupin; 19 piculs camphor; iron, cloths, guns, honey, clintz, flannel, gun flints, castings, prints, hoop iron, nail rod		8	5,898 piculs sugar, tin, black pepper, gambier, rattans, India rubber, sago flour, cassia, nutmegs, mace, sa- pan wood	Entered: 13 ships, 4 barques, 2 schooners, 8 in port. Cleared: 17 ships, 5 barques, 2 schooners, 3 in port. Aggregate tonnage entered: 12,263 15-95 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. SINGAPORE. <i>John Thorne.</i> Quarter ending March 31, 1857—Continued.	1	Calcutta.....	1	Hong Kong.....	1	iron, damasks, brocades, yam, velvet, madapolams, cambries, shirting, machin- ery, brass wire.....	1	Ballast.....	.....
	1	Amoy.....	1	Batavia.....	1	1,600 bottles quicksilver; 5,000 bags rice; 1,000 bags salt- petre.....	1	Ballast.....	.....
	1	Manila.....	1	San Francisco...	1	China produce.....	1	Rattans, fire-crackers, mat- ting, rice, pearl sago, nut- megs, sugar.....	.....
	1	.....	1	.....	1	1,149 thousand cigars; 156 piculs and 32 catties cord- age; 4,000 piculs hemp; 149 cases gum dammar.....	1	Not reported.....	.....
	1	.....	1	.....	1	Not reported....	1	Not reported.....	.....
	1	Buenos Ayres...	1	Penang.....	1	.....	1	.....	.....
	1	Hong Kong.....	1	Akyab.....	1	.....	1	.....	.....
	1	....do.....	1	Amoy.....	1	.....	1	140 piculs biche de mer.....	.....
	1	....do.....	1	Penang.....	1	768 piculs camphor.....	1	Ti, rice, rattans, mats.....	.....
	1	....do.....	1	Calcutta.....	1	.....	1	335 piculs lead; 5 piculs coch- ineal; 300 boxes tea; 332 piculs gambier.....	.....
	1	....do.....	1	....do.....	1	.....	1	.....	.....
	1	....do.....	1	Hong Kong.....	1	.....	1	17,530 piculs rice.....	.....
	1	Batavia.....	1	Penang.....	1	.....	1	Sago, India rubber, gum dam- mar, gambier, rattans, sago, flour, tea, nutmegs, mace, pepper, cassia, hides, &c....	.....
	1	....do.....	1	Boston.....	1	.....	1	15 piculs, nutmegs, mace, su- gar, gambier, tin, sapan wood, India rubber, &c.....	.....
	1	Shanghai.....	1	Akyab.....	1	.....	1	10,000 company's rupees; 9,000 gunny bags, horns, sapan wood, rattans.....	.....
	1	....do.....	1	....do.....	1	.....	1	Ballast.....	.....

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.							
	ENTERED.		CLEARED.	INWARD.		OUTWARD.		Value.								
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.			Description.						
GREAT BRITAIN. SINGAPORE. <i>John Thorne.</i> Quarter ending March 31, 1857—Continued.	1	San Francisco . . .	1	Calcutta	1	1	In port						
	1	Akyab	1	Hong Kong	1	1	In port						
	1	Penang	1	New York	1	1	do.						
	1	Siam	1	Siam	1	1,753 piculs sugar ; 378 piculs rice	Dollars	\$23,500 00						
	27	27	27	27	23,500 00						
	Quarter ending June 30.	3	In port	1	1	1	Gambier, sapan wood, horns, rattans, fire-crackers, cas- sia, sugar, sago, hides, tea					
		1	Batavia	1	Penang	1	Rope, beef, coal, tar, rosin, drillings, 3,000 pigs lead, pitch	Gambier, pepper, rattans, In- dia rubber, dammar, tin, ginger, coffee, hides, tea					
												1	do.	1	Rice, rattans, plank
		1	do.	1	Lead	1	Gambier, flour, sago, hides, tin, fire-crackers, sugar, rattans								
1		do.	1	New York	1	1	Gambier, flour, tea, sugar						
1		do.	1	Penang	1	1	Gambier, sugar, sago, rattans						
1		do.	1	Hong Kong	1	1						
1		Hong Kong	1	Macao	1	1	Rice, rattans						
1		do.	1	Havana	1	1						
1	do.	1	Calcutta	1	Tobacco, crackers, paint, China wares, aniseed oil	1							
1	do.	1	New York	1	1	In port							

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		CLEARED.		INWARD.		OUTWARD.					
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.	
GREAT BRITAIN. SINGAPORE. <i>John Thorne.</i> Quarter ending June 30, 1857—Continued.	1	Hong Kong.....	1	Rangoon.....	1	Medicines, crackers, paper, tea, fans, copper, lead, iron, sugar, old copper, fruits, needles, shoes.....	.....	.....	1	.....	.....
	1	Bangkok.....	1	Bangkok.....	1	White rice.....	.....	.....	1	.....	.....
	2	Melbourne.....	{	{	1	Salt beef.....	.....	.....	{	Sour flour, sago, S. wood, rat- taus, India rubber, tin, gut- ta percha, cassia, aniseed, camphor.....	.....
	1	Buenos Ayres....	1	...do.....	1	Lead, powder, pitch, rosin, tar, coal tar, beef.....	.....	.....	1	Rice.....	.....
	1	Akyab.....	1	...do.....	1	Rice.....	.....	.....	1	Rice in casks.....	.....
	1	San Francisco....	1	Rangoon.....	1	.....	.....	.....	1	.....	.....
	1	Not stated.....	1	Penang.....	1	.....	.....	.....	1	Rattans and rice.....	.....
	1	...do.....	1	Macao.....	1	.....	.....	.....	1	In port.....	.....
	1	...do.....	1	Bangkok.....	1	.....	.....	.....	1	...do.....	.....
	13	Coasters.....	13	Coasters.....	13	.....	.....	.....	13	.....	.....
37	.....	37	.....	37	.....	.....	.....	37	.....	.....
POINT DE GALLE. <i>John Black.</i> Quarter ending Dec. 31, 1856.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
	1	Cardiff.....	1	Maulmain.....	1	Coals, 692 tons.....	1	None.....	Entered: 2 first class.
	1	Newport.....	1	Aykab.....	1	Coals, 850 tons.....	1	None.....	Cleared: 2 first class.
2	.....	2	.....	2	.....	.....	.....	2	.....	.....	Aggregate tonnage entered: 1,143 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.	
GREAT BRITAIN. POINT DE GALLE. <i>John Black.</i> Quarter ending June 30, 1857.	1	Liverpool.....	1	Not reported.....	1	Cocon-nuts.....	\$500 00	1	Unknown.....	.....	Entered: 2 first class, 1 second class. Cleared: same. Aggregate tonnage entered: 2,252 tons.
	1	do.....	1	do.....	1	Coal, 1,420 tons.....	15,620 00	1	Ballast.....	.....
	1	Bombay.....	1	do.....	1	Coal, 1,010 tons.....	10,100 00	1	Unknown.....	.....
	3	.....	3	.....	3	.....	26,220 00	3	.....	.....
	No return.....	
PRINCE OF WALES ISLAND. <i>C. C. Carrier.</i> Half year ending Dec. 31, 1856.	2	In port.....	1	New York.....	2	In port.....	.....	1	Nutmegs.....	\$5,847 60	Entered: 5 ships, 2 barques, 1 brig, 2 steamers. In port, 2 barques. Cleared: 4 ships, 3 barques, 1 brig, 2 steamers. In port, 1 ship, 1 barque. Aggregate tonnage entered: 5,924 tons.
							.....		Mace.....	614 80	
							.....		Rattans.....	3,412 60	
							.....		Tin.....	21,305 60	
							.....		Pepper.....	16,412 50	
									India rubber....	7,760 30	
									Nutmegs.....	2,995 40	
									Mace.....	430 20	
									Wild cinnamon..	642 20	
									Coffee.....	922 25	
									Buffalo hides....	839 70	
									Cow hides.....	189 05	
									Rattans.....	222 5	
									Camphor, 50 boxes.....	800 85	
									Sago, 200 boxes.....	737 45	
									<i>Piculs catties.</i>		
									Tin.....	16,294 01	
									White and black pepper.....	38,301 35	
									Nutmegs.....	2,372 20	
									Rattans.....	5,245 70	
									Hides.....	602 70	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
GREAT BRITAIN. PRINCE OF WALES ISLAND. C. C. Carrier. Quarter ending Sept. 30, 1857.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.
SYDNEY, (S. S. W.) J. H. Williams. Quarter ending Dec. 31, 1856.	5	In port at com- mencement of the quarter.....	.....	.....	.....	.....	.....	.....	.....	Entered : 9 ships, 6 barques, 1 brig, 1 schooner. Cleared : 6 ships, 5 barques, 1 brig, 2 schooners. Ag'te tonnage ent'd : 8,792 30-95. In port at commencement of the quarter : 2 ships, 2 barques, 1 schoon'r. In port at close of the quarter : 5 ships, 3 barques. Tonnage of vessels in port at the commencement of the quarter : 3,145 73-95.
	1	Manila.....	1	Guam.....	1	Sugars, cigars, and cordage ..	.....	1	None.....	.....
	1	Feejee Islands...	1	Feejee Islands...	1	Yarns, oil, and shell, 100 tons.	\$7,000 00	1	Cloths, &c.....	\$3,000 00
	1	London.....	1	Callao.....	1	Assorted, 1,800 tons.....	.....	1	None.....	.....
	1	San Francisco ..	1	Hong Kong.....	1	Flour and wheat, 1,600 tons...	120,000 00	1	.....do.....	.....
	1	Savannah	1	Singapore	1	Flour and boards, 320 tons.....	7,500 00	1	.....do.....	.....
	1	Manila.....	1	Guam.....	1	Sugar, 1,000 tons.....	150,000 00	1	.....do.....	.....
	1	Hong Kong.....	1	Melbourne	1	General, 700 tons.....	.....	1	Part of inward, 600 tons.....	.....
	1	San Francisco...	1	Manila.....	1	Flour and oats, 150 tons.....	.....	1	Pitch, rosin, &c., 11 tons.....	1,000 00
	2	Port Elliott.....	2	Newcastle.....	1	Flour .....	.....	2	None.....	.....
	1	San Francisco...	1	San Francisco...	1	Flour, 180 tons.....	18,000 00	1	.....do.....	.....
	1	New York.....	1	Calcutta.....	1	General, 900 tons.....	50,000 00	1	.....do.....	.....
	2	Whaling	1	Whaling	1	Oil, 100 bbls.	4,000 00	1	.....do.....	.....
			1	Wrecked	1	Not reported.....	.....	1	Wrecked .....	.....
	3	Whaling .....	.....	.....	1	Oil, 150 bbls	5,000 00	.....	.....	.....
			.....	.....	1	Oil, 1,200 bbls.....	.....	.....	.....	.....
	1	London .....	.....	.....	1	Not reported.....	.....	.....	.....	.....
	1	Boston.....	8	In port.....	1	General.....	.....	8	In port.....	.....
	1	New York.....	.....	.....	1	General.....	.....	.....	.....	.....
	1	Melbourne.....	.....	.....	1	Not reported.....	.....	.....	.....	.....
	1	Liverpool.....	.....	.....	1	General, 1,500 tons .....	.....	.....	.....	.....
	92	.....	92	.....	.....	.....	361,500 00	92	.....	4,000 00

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.				
	ENTERED.		CLEARED.		INWARD.		OUTWARD.						
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.		
GREAT BRITAIN. SYDNEY, (N. S. W.) <i>J. H. Williams.</i> Quarter ending Mar. 31, 1857.	1	London	1	Bombay	1	General cargo	General cargo	1	Ballast.....	Entered: 17 ships, 4 barques, 3 schooners. Cleared: 16 ships, 4 barques, 3 schooners, and 1 ship con- demned. Agg'te tonnage ent'd: 15,767 80-95 tons. 6 of the above had not left port at close of quarter.	
	2	Boston	{	Callao	1	General cargo	General cargo .....	.....	1	Pitch, tar, &c....	.....	
	3	New York	{	San Francisco ..	1	General cargo, 1,200 tons	General cargo, 1,200 tons .....	.....	.....	In port.....	.....	
				Manila.....	1	General cargo, 900 tons.....	General cargo, 900 tons.....	\$50,000 00	.....	Ballast.....	.....	
				Calcutta	1	General cargo, 1,200 tons	General cargo, 1,200 tons .....	.....	.....	do.....	.....	
	9	Whaling	{	Callao	1	General cargo, 800 tons	General cargo, 800 tons .....	.....	.....	do.....	.....	
				Whaling	7	Sperm oil, 5,800 bbls.	Sperm oil, 5,800 bbls.	297,000 00	.....	Inward cargo.....	.....	
				Condemned.....	1	Sperm oil, 200 bbls.	Sperm oil, 200 bbls.	10,000 00	.....	Condemned.....	.....	
	1	Richmond.....	1	In port	1	Sperm oil, 500 bbls.	Sperm oil, 500 bbls.	25,000 00	.....	In port .....	.....	
	1	Liverpool.....	1	Callao.....	1	General cargo	General cargo .....	.....	.....	Ballast .....	.....	
	3	Cardiff.....	{	Callao	1	General cargo, 1,500 tons.....	General cargo, 1,500 tons.....	.....	.....	do.....	.....	
1	Feejee Islands.....	{	In port	2	Coal.....	Coal.....	.....	.....	2	do.....	.....	
			Feejee Islands	1	.....	.....	.....	.....	In port .....	.....		
			South Sea Islands ..	1	Cocoa-nut oil, 40 tons.....	Cocoa-nut oil, 40 tons.....	6,000 00	.....	do.....	.....		
			South Sea Islands ..	1	Cocoa-nut oil, 20 tons.....	Cocoa-nut oil, 20 tons.....	3,000 00	.....	do.....	.....		
			San Francisco	1	General cargo, 260 tons.....	General cargo, 260 tons.....	.....	.....	Inward .....	.....		
24	.....	.....	In port.....	1	Lumber, 255,000 feet.....	Lumber, 255,000 feet.....	.....	.....	In port .....	.....	297,000 00
Quarter ending June 30.	1	Boston	24	1	General cargo	General cargo	Entered: 7 ships, 2 barques, 2 schooners. Cleared: 7 ships, 2 barques, 2 schooners. Agg. tonnage entered: 4,268 24-95 tons. Two vessels yet in port.	
	1	San Francisco	1	San Francisco ..	1	General cargo	General cargo	\$50,000 00	1	Sheep and coals
	1	Cardiff	1do	1	Lumber	Lumber	10,200 00	1	Ballast
	1	Feejee Islands.....	1	Callao (in port) ..	1	Coal.....	Coal.....	.....	.....	.....	.....
	1	South Sea Islands ..	1	South Sea Islands	1	Oil	Oil	6,000 00	1	Cloths, &c.....	
	1	New York	1do	1	Oil	Oil	3,000 00	do.....	
	1	Humboldt Bay	1	Guam	1	General cargo.....	General cargo.....	1	Ballast
	1	Hobart Town.....	1	San Francisco ..	1	Lumber	Lumber	12,000 00	1	Coal, &c.....	
	1	Whaling ship.....	1	Singapore	1	Flour.....	Flour.....	50,000 00	1	Ballast
	1	Manila.....	1	In port	1	Oil	Oil	25,000 00	In port.....	
	1	Liverpool.....	1	Guam	1	Sugar, 700 tons.....	Sugar, 700 tons.....	1	Ballast
11	1	Callao, (in port).	1	Coal.....	Coal.....	10,000 00	1	Callao, (in port)	9,000 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

273

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	No. of Vessels.	ENTERED.	No. of Vessels.	CLEARED.		INWARD.		OUTWARD.		
				Where from.	Where for.	Description.	Value.	Description.		Value.
GREAT BRITAIN. SYDNEY, (N. S. W.) <i>J. H. Williams.</i> Quarter ending Sept. 30, 1857.	2	Liverpool	2	Callao	1	Coal, 967 tons.....	\$10,000 00	2	Ballast	Entered: 17 ships, 4 barques, 2 schooners.
	2	Cardiff	2	Callao	2	Coal	21,000 00	2	Ballast	Cleared: 15 ships, 3 barques, 1 schooner, 4 in port.
	2	Whaling.	1	Whaling	2	Oil	60,000 00	2	Inward cargo.....	Agg. tonnage entered: 16,855 87 95 tons.
	4	New York	1	Calcutta	1	General 600 tons.....		1	Ballast	
			1	Guam	1	Lumber, 940,000 feet.....	40,000 00	1	...do	
	6	London	1	Singapore	1	General, 820 tons.....		1	...do	
			5	Callao	1	General		1	...do	
	1	Hampton Roads ..	1	In port	5	General cargoes, 7,900 tons...		5	...do	
	2	Melbourne	1	Guam	1	Flour, 6,000 bbls.....	60,000 00	1	Ballast	
	1	San Francisco	1	Launceston	1	Ballast		1	...do	
1	Glasgow	1	In port	1	Flour and wheat.....		1	Coal 90 tons.....	900 00	
1	Launceston	1	In port	1	General		1	Sheep, 250	750 00	
1	Manila	1	...do	1	Flour and wheat.....		1	In port		
23	23	.....	23	.....	191,000 00	23	...do		
3	Sydney	3	Atelaide	3	.....			3	Coals, 1,354 tons.....	3,800 00
.....	No return .....	.....	.....	.....	.....			.....		No return.
1	Melbourne	1	.....	1	Ballast, (in port.....			.....		Entered: 1. Aggregate tonnage: 554 tons.
.....	No return .....	.....	.....	.....	.....			.....		No return.
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....		
.....</										

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES--Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	No. of Vessels.	ENTERED.	Where from.	CLEARED.		INWARD.			OUTWARD.	
				No. of Vessels.	Where for.	No. of Vessels.	Description.		Value.	No. of Vessels.	Description.	Value.
GREAT BRITAIN. MELBOURNE. <i>J. M. Turléon.</i> Quarter ending Dec. 31, 1886. Quarter ending March 31, 1887.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.
	5	New York.....	1 Batavia.....	1 Assorted cargo, 1,100 tons....	1	Assorted cargo, 1,100 tons. .	\$110,000 00	1	Assorted cargo, 1,100 tons. .	\$100,000 00
			1 Hong Kong.....	1 Lumber, 900 tons.....	1	Lumber, 900 tons.....	62,000 00	1	Inward cargo.....	62,000 00
			1 Callao.....	1 Sundries and lumber, 1,900 tons	1	Sundries and lumber, 1,900 tons	160,000 00	1	.....do.....	160,000 00
			1 ....do.....	1 Sundries, 1,300 tons....	1	Sundries, 1,300 tons....	110,000 00	1	.....do.....	110,000 00
			1 Calcutta.....	1 Merchandise and lumber,	1	Merchandise and lumber,		1	.....do.....	
			1 ....do.....	1 1,100 tons. .	1	1,100 tons. .	85,000 00	1	.....do.....	85,000 00
			1 ....do.....	1 Assorted cargo, 900 tons....	1	Assorted cargo, 900 tons....	90,000 00	1	.....do.....	90,000 00
			1 Callao.....	1 Lumber and sundries, 800 tons.	1	Lumber and sundries, 800 tons.	80,000 00	1	.....do.....	80,000 00
	8	Boston.....	1 Calcutta.....	1 Merchandise and lumber, 600	1	Merchandise and lumber, 600	60,000 00	1	.....do.....	60,000 00
			1 Singapore.....	1 tons.....	1	Merchandise and sundries, 600		1	.....do.....	
			1 Calcutta.....	1 Merchandise and sundries, 600	1	Merchandise and sundries, 600	60,000 00	1	.....do.....	60,000 00
			1 Singapore.....	1 tons.....	1	tons.....	80,000 00	1	.....do.....	80,000 00
	1	Liverpool.....	1 ....do.....	1 Sundries.....	1	Sundries.....	70,000 00	1	.....do.....	70,000 00
	2	St. John's, N. B. {	1 ....do.....	1 Sundries and lumber, 800 tons.	1	Sundries and lumber, 800 tons.	90,000 00	1	.....do.....	90,000 00
	1	Adelaide, South	1 Calcutta.....	1 Assorted cargo, 1,100 tons....	1	Assorted cargo, 1,100 tons....	80,000 00	1	.....do.....	80,000 00
		Australia.....	1 Batavia.....	1 Merchandise and lumber, 900	1	Merchandise and lumber, 900		1	.....do.....	
	1	San Francisco...	1 Hong Kong.....	1 Merchandise and passengers,	1	Merchandise and passengers,	200,000 00	1	Merchandise and spirits, &c.,	200,000 00
	2	Hong Kong.... {	1 San Francisco...	1 2,000 tons.....	1	2,000 tons.....	75,000 00	1	1,800 tons..	75,000 00
	1	Columbo.....	1 Hong Kong....	1 Lumber, 700 tons.....	1	Lumber, 700 tons.....	70,000 00	1	Inward cargo.....	70,000 00
	1	New York.....	1 Adelaide.....	1 Lumber, 500 tons.....	1	Lumber, 500 tons.....	12,000 00	1	.....do.....	12,000 00
			1 Shanghai.....	1 Copper ore, 200 tons.....	1	Copper ore, 200 tons.....	60,000 00	1	.....do.....	60,000 00
				1 Merchandise & grain, 400 tons.	1	Merchandise & grain, 400 tons.	18,000 00	1	Merchandise and sundries....	18,000 00
				1 Tea, Chinese goods, 200 pkgs..	1	Tea, Chinese goods, 200 pkgs..	12,000 00	1	Inward cargo.....	12,000 00
				1 Ten, Chinese goods, 200 tons .	1	Ten, Chinese goods, 200 tons .	15,000 00	1	.....do.....	12,000 00
				1 Coffee, &c., 150 tons.....	1	Coffee, &c., 150 tons.....	50,000 00	1	Part inward cargo.....	8,000 00
				1 Merchandise, lumber, &c.,	1	Merchandise, lumber, &c.,		1	.....do.....	
				600 tons.....	1	600 tons.....	50,000 00	1	Inward cargo.....	50,000 00
	22	.....	22	.....	22	.....	1,649,000 00	22	.....	1,632,000 00

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

275

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		No. of Vessels.	INWARD.		No. of Vessels.	OUTWARD.		Value.
	Where from.	Where for.		Description.	Value.					Description.	Value.
GREAT BRITAIN. MELBOURNE. J. M. Turtleton. Quarter ending June 30, 1857.	1	Richmond, Va.	1	Manila.	1	Flour.	1	Ballast.	Entered: 14 ships, 8 barques, 1 schooner
	1	Not given.	1	do.	1	Manufactures.	1	do.	Cleared: 12 ships, 8 barques, 1 schooner, and 2 in port.
	3	Hong Kong.	1	Batavia.	1	Ballast.	1	do.	Aggregate tonnage entered: 18,195 tons.
	1	Cardiff.	1	Valparaiso.	1	Chinese goods.	1	do.	
	4	Boston.	1	Hong Kong.	1	do.	1	do.	
			1	Callao.	1	Coal, iron, &c.	1	do.	
			1	Calcutta.	1	Lumber, sundries, &c.	1	do.	
			1	Hong Kong.	1	do.	1	do.	
			1	Calcutta.	1	General cargo.	1	do.	
			1	Singapore.	1	do.	1	do.	
	2	San Francisco.	1	Batavia.	1	Lumber and sundries.	1	do.	
			1	San Francisco.	1	do.	1	do.	
	3	New York.	1	Newcastle, N. S. W.	1	Manufactures.	1	do.	
			1	Singapore.	1	General cargo.	1	do.	
	1	Liverpool.	1	Batavia.	1	do.	1	do.	
	1	Glasgow.	1	Callao.	1	Manufactures.	1	Ballast.	
	2	Adelaide.	1	do.	1	General cargo.	1	do.	
	1	Hobart Town.	1	Adelaide.	1	Flour, grain, &c.	1	do.	
			1	Sydney, N. S. W.	1	Flour.	1	do.	
			1	Hobart Town.	1	Lumber.	1	do.	
	3	London.	1	Callao.	1	Manufactures.	1	do.	
			1	Valparaiso.	1	General cargo.	1	do.	
			1	Callao.	1	do.	1	do.	
23		23				1,624,500 00	23		
Quarter ending Sept. 30.	10	London.	8	Callao.	2	Railway material.			Entered: 22 ships, 2 barques, 1 schooner.
			1	India.	6	Iron, merchandise and sundries.			Cleared: 22 ships, 2 barques, 1 schooner; 4 of these still in port.
	1	Newcastle.	1	In port.	1	Iron and sundries.		Ballast.	Aggregate tonnage entered: 24,601 tons.
	5	Liverpool.	5	Hong Kong.	1	do.			
						Coals, 800 tons.			
						Merchandise.			

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.	
GREAT BRITAIN. MELBOURNE. <i>J. M. Turtleton.</i> Quarter ending Sept. 30, 1857—Continued.	4	New York.....	3	Callao.....	Flour, merchandise and lumber	\$390,000 00	{ 4 Ballast .....	.....
			1	Hong Kong.....	Merchandise and lumber	60,000 00			
	3	Boston	2	Calcutta.	do.....do.....	120,000 00	.....	.....
			1	Singapore.....	do.....do.....	50,000 00	.....	.....
	1	Hobart Town.....	1	Newcastle.....	Lumber	70,000 00	1 Still in port.....	.....
	1	San Francisco...	1	San Francisco...	Oats, sundries, &c.	40,000 00	1 do.....	.....
	25	.....	25	.....	.....	2,451,000 00	.....	.....
HOBART TOWN. <i>Dun McPherson.</i> Quarter ending Dec. 31, 1856.	.....	No return .....	.....	.....	.....	.....	.....	No return.
Quarter ending March 31, 1857.	1	New York.....	1	Manila.....	Flour, 4,359 bbls. and sundries	55,000 00	1 Ballast, 340 tons	\$200 00	
	1	New Bedford ..	1	Whaling voyage..	Whale oil & bone, 50 tons black, 30 tons sperm, 1 ton bone ..	30,000 00	1 Whale oil, &c., 45 tons black, 30 tons sperm.....	20,000 00	
	1	Mystic, Conn....	1	do.....	Whale oil, &c., 8 tons black, 11 tons sperm.....	6,400 00	1 Whale oil, &c., 2 tons black, 11 tons sperm....	4,900 00	
	3	.....	3	.....	.....	92,400 00	.....	25,100 00
Quarter ending June 30.	1	New York.....	1	Sydney, N. S. W.	Flour and machinery.....	48,000 00	1 Flour and stores	37,000 00	
	1	Hong Kong.....	1	Melbourne.....	Tea, &c.	15,000 00	1 Lumber .....	.....
	2	.....	2	.....	.....	63,000 00	.....	37,000 00
Quarter ending Sept. 30	.....	No return.....	.....	.....	.....	.....	.....	No return.
BAY OF ISLANDS, N. Z. <i>G. R. West.</i> Quarter ending Dec. 31, 1856.	.....	No return.....	.....	.....	.....	.....	.....	No return.

No return.

Entered: 2 ships, 1 barque.
Cleared: 2 ships, 1 barque.
Aggregate tonnage entered: 1,621 tons.

Entered: 1 ship, 1 barque.
Cleared: 1 ship, 1 barque.
Aggregate tonnage entered: 667 tons.

No return.

No return.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

277

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
GREAT BRITAIN. BAY OF ISLANDS, N. Z. G. R. West. Quarter ending March 31, 1857.	24	South Seas.....	12	United States....	24	Oil (about, in value)	\$542,800 00	Oil (inward cargo).....	\$542,800 00	Entered: 19 ships, 11 brigs. Cleared: 19 ships, 11 brigs. Aggregate tonnage entered: 10,875 tons.
	2	New Bedford	12	South Seas.....	1	.....	.....	.....	.....	.....
	1	New London....	1	Not given.....	1	Oil.....	1,500 00	Inward.....	.....	.....
	1	Sag Harbor....	1	South Seas.....	1	Oil.....	8,500 00	.....	.....	(About)
	1	Fairhaven.....	1	do.....	1	Oil.....	4,500 00	.....do.....	.....	20,750 00
	1	Cold Spring....	1	North Pacific....	1	Oil	2,250 00	.....do.....	.....	.....
	1	.....	1	do.....	1	Oil.....	4,000 00	.....do.....	.....	.....
	30	.....	30	.....	30	.....	563,550 00	.....	.....	563,550 00

	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.
GIBRALTAR. Horatio J. Sprague. Quarter ending Dec. 31, 1856.	4	New York.....	1	New York.....	2	Flour, beef, rosin, &c.....	.....	Rum, &c.....	.....	Entered: 3 ships, 3 barques, 5 brigs, 1 schooner.
	2	Boston.....	2	Messina.....	1	Flour and staves.....	.....	Staves.....	.....	Cleared: 3 ships, 3 barques, 5 brigs, 1 schooner.
	1	Valencia.....	2	Malaga.....	1	Flour, tobacco, &c.....	.....	Nails.....	.....	Aggregate tonnage entered: 3,889 1-35th tons.
	1	Barcelona.....	2	Palermo.....	1	Salt.....	.....	Salt.....	.....	.....
	1	Cagliari.....	1	Havana.....	2	Flour.....	.....	Logwood.....	.....	.....
	1	Batimore.....	1	San Francisco....	1	Coal.....	.....	Wine, fruit, &c.....	.....	.....
	1	Cardiff.....	1	Akyah.....	1	Wine, fruit, &c.....	.....	Rosin.....	.....	.....
	1	Malaga.....	1	St. Thomas.....	1	Flour and rosin.....	.....	Ballast.....	.....	.....
	.....	.....	1	Smyrna.....	2	Ballast.....	.....	.....	.....	.....
	12	.....	12	.....	12	.....	.....	.....	.....	.....

ANNUAL REPORT ON FOREIGN COMMERCE.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.	
GREAT BRITAIN. GIBRALTAR. <i>Horatio J. Sprague.</i> Quarter ending March 31, 1857.	4	New York.....	1	Malaga.....	1	Wheat and flour.....	1	Wheat.....	Entered : 9 vessels. Cleared : 9 vessels.
			1	Cadiz.....	1	Flour.....	1	Flour.....	
			2	Marseilles.....	2	Rum, pimento, &c.....	2	Rum, pimento, &c.....	
			1		1	Marble, rags, &c.....	1	Marble, rags, &c.....	
	1	Leghorn.....	1	New York.....	1	Coal.....	1	Ballast.....	
	1	Liverpool.....	1	Savannah.....	1	Rum, &c.....	1	Rum, &c.....	
	1	Boston.....	1	Smayna.....	1	Flour.....	1	Ballast.....	
	1	Philadelphia.....	1	Malaga.....	1	Ballast.....	1	do.....	
	1	Marseilles.....	1	Callao.....	
	9	9	9	9	
Quarter ending June 30.	5	New York.....	1	Sicily.....	1	Flour.....	1	Ballast.....	Entered : 4 barques, 4 brigs. Cleared : 4 barques, 4 brigs. Agg. tonnage entered : 2,576 49-95 tons.
			1	New York.....	1	do.....	1	Wool and almonds.....	
			1	Menton.....	1	Tobacco.....	1	Ballast.....	
			1	Palermo.....	1	Flour.....	1	do.....	
			1	Cadiz.....	1	do.....	1	Slaves and provisions.....	
	1	Liverpool.....	1	Manzanilla.....	1	Coal.....	1	Ballast.....	
	1	New York.....	2	Marseilles.....	1	Flour, &c.....	1	Flour, &c.....	
	1	Baltimore.....	1	do.....	1	Rosin.....	
	8	8	8	8	
	Quarter ending Sept. 30.	5	New York.....	3	Malaga.....	3	Flour.....	
			1	New York.....	5	Flour.....	1	Almonds, &c.....	
			1	Zante.....	1	1	Ballast.....	
1		Boston.....	1	Malaga.....	1	Tobacco.....	1	do.....	
6		6	6	6	
.....		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

279

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		No. of Vessels.	CLEARED.		No. of Vessels.	INWARD. Description.		Value.	OUTWARD. Description.	Value.
	Vessels.	Where from.		Where for.							
GREAT BRITAIN. MALTA. <i>William Wuthrop.</i> Quarter ending Dec. 31, 1856.	3	Cardiff	5	Sicily	3	Coal	£ s. d.		1	Wood, ivory, and skins	
	2	Boston	1	Boston	2	Tobacco, logwood, and rosin..	4,800 0 0		1	Tobacco	
	1	.....	1	New Orleans ..	1	Tobacco .....	.....		1	Tobacco and rum	
	1	Genoa	1	Constantinople ..	1	Rum, tobacco, and logwood ..	.....		1	Camels, 44	
	1	Messina	1	Palermo	1	Codfish, 1,300 qtls.; rosin, 300	.....		1	.....
	1	Richmond	1	Trieste	1	bbls., and Campeche wood..	.....		6	Ballast	
	1	Labrador .....	.....	.....	1	Camels, 44 .....	.....		.....	.....
					1	Ballast .....	.....		.....	.....
	10	.....	10	.....	10	At \$5 per £ equal to . . .	4,800 0 0		10	.....
							\$24,000 00			.....
Quarter ending March 31, 1857.	1	Cardiff	2	Sicily	1	Coal, 273 tons	\$2,800 00		1	Ballast	
	1	New Orleans ..	.....	.....	1	Tobacco, 100 hhds.; rosin, 694 barrels .....	.....		1	do	
	1	Boston	1	Smyrna	1	Tobacco, 100 hhds.; caven- dish, 780 cases; pepper, 500 bags; flour, 150 barrels; rum, 660 barrels; manufac- tures, 50 cases, &c.	26,000 00		1	One-third of inward cargo	
									1	Ballast	
									1	Same as inward	\$47,000 00
									1	do	80,000 00
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										
										

Entered: 6 barques.
Cleared: 6 barques.
Aggregate tonnage entered: 1,704 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

281

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURN.	VESSELS.				CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
GREAT BRITAIN. CAPE TOWN, (CAPE OF GOOD HOPE.) <i>Gideon S. Holmes.</i> Quarter ending Dec. 31, 1836—Continued.	1	In port	1	Sold	1	Staves, 51,600; cider, 50 boxes	\$4,354 25	1	Sold	Entered: 11 ships, 7 barques, 2 brigs. Cleared: 10 ships, 6 barques, 2 brigs; 1 ship in port under re- pairs, and 1 barque sold. Aggregate tonnage entered: 10,802 tons.
	7	.....	7	.....	7	.....	32,891 75	7	.....	\$19,989 16
	1	Cardiff	1	Sydney	1	Coals .....	.....	1	.....	.....
Quarter ending Mar. 31, 1837.	1	Mauritius and Cal- cutta	1	Falmouth	1	Rice .....	.....	1	Inward cargo .....	.....
	1	Whaling	1	Whaling	1	Whale oil, 13 casks .....	.....	1	Supplies and part inward .....	.....
	6	Boston	2	United States ..	1	Flour, hardware, tobacco, bread, nails, chairs, soap, plow bodies and fixtures, staves, horns, &c	1,000 00	1	Goat and sheepskins, ox hides, calf skins, horns, old copper, wool, \$15, 160 .....	.....
					1	Bread, hams, chairs, tobacco, \$5,720, flour, \$15,250, rubber goods, lumber, sundries	21,043 00	1	Wool, \$21,000; wine, old iron, hides, \$11,900; sheep skins, \$15,000; goat skins, \$6,500; sundries	39,890 00	
					1	Spars, pine lumber and sticks, yellow pine boards, lumber, staves, flour, 1 full rigged boat, \$100	28,401 00	1	.....	58,440 00
	1	Bombay	2	Algoa bay	1	Timber, staves, chairs, furni- ture, wheat, sundries	13,912 00	1	Not given .....	.....
					1	Printing materials, paper, cur- rants, yellow metal, nails ...	14,065 00	1	Part inward .....	.....
					1	Not given	3,978 00	1	Inward cargo .....	.....
	1	Herd's Island	1	Marseilles	1	Sesame seed .....	.....	1	Bombay cargo for Marseilles ..	.....
	1	New York	1	New London ..	1	Sea elephant oil .....	.....	1	Inward cargo .....	.....
1	.....	1	Calcutta	1	Not given .....	.....	1	.....do .....	.....	
1	.....	1	.....	1	Staves, \$4,000; deals, scant- ling, and pine wood, \$3,230; paling and laths	7,330 00	1	Ballast and part inward .....	.....	
1	Marseilles	1	Akyab	1	Ballast .....	.....	1	Ballast .....	.....	
1	Amoy & Sivatoco	1	Havana	1	Chinese coolies .....	.....	1	Inward cargo .....	.....	

Entered: 11 ships, 7 barques, 2
brigs.
Cleared: 10 ships, 6 barques, 2
brigs; 1 ship in port under re-
pairs, and 1 barque sold.
Aggregate tonnage entered: 10,802
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES--Continued.

[illegible]

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

285

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		Where for.	INWARD.		OUTWARD.	Value.	
	No. of Vessels.	Where from.		No. of Vessels.	Description.				No. of Vessels.	Description.	Value.
GREAT BRITAIN. PORT ELIZABETH. (Cape of Good Hope Consulate.) Quarter ending June 30, 1857—Continued.	1	Baltimore.....	1	In port.....	1	In port.....		
	5	.....	5	.....			\$29,000 00	
		.....		.....			87,100 00	\$341,895 00
		No return.....		.....				No return.
Quarter ending Sept. 30								
PORT LOUIS. George H. Fairfield. Quarter ending Dec. 31, 1856.	1	Bombay.....	1	London.....	1	Put in for repairs.....		Inward cargo.....
	1	Cardiff.....	1	Singapore.....	1	.....do.....		.....do.....
	2	New Holland....	2	Cruising.....	2	Provisions.....		.....do.....
	1	Bourbon.....	1	Condemned....	1	Put in for repairs.....		.....do.....
	1	Angiers.....	1	Cruising.....	1	Called for provisions.....		.....do.....
	1	Bassine.....	1	Falmouth.....	1	Put in for repairs.....		.....do.....
	1	Geographie Bay..	1	.....do.....	1	Called for provisions.....		.....do.....
	1	London.....	1	Calcutta.....	1	Put in for repairs.....		.....do.....
	1	New Bedford....	1	Whaling.....	1	Put in for repairs and provisions		.....do.....
	10	.....	10	.....			
Quarter ending March 31, 1857.	1	London.....	1	Calcutta.....	1	Railroad iron, in port at com- mencement of quarter.....		Original cargo.....
	2	Desolation.....	5	In port.....	2	Whale oil.....		
	1	Calcutta.....			1	Calcutta goods.....		
	1	St. Paul.....			1	Whale oil.....		
	1	Table Bay.....			1	Assorted.....		
	6	.....	6	.....			12,000 00	12,000 00
Entered: 3 ships, 2 barques. Cleared: 1 ship. Tonnage entered: 2,271 45-95 tons. In port at commencement of quar- ter: 1 ship. In port at close of the quarter: 3 ships, 2 barques.								

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		No. of Vessels.	CLEARED.		INWARD.			OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. ST. HELENA. <i>George W. Kimball.</i> Quarter ending Dec. 31, 1856—Continued.	1	Singapore and Ba- tavia.....	1	New York.....	1	Sugar, tea, spice, &c.....	\$60,000 00	1	Same as inward.....	\$60,000 00	Aggregate tonnage entered : 12,881 tons.	
	1	Whampoa. . . .	1	....do.....	1	Teas and silks.....	350,000 00	1	.....do.....	350,000 00
	1	Canton.....	1	London.....	1	Teas and silks.....	1,000,000 00	1	.....do.....	1,000,000 00	
	1	Ceylon.....	1	....do.....	1	General cargo.....	50,000 00	1	.....do.....	50,000 00
	1	Calcutta and Cape of Good Hope..	1	Boston.....	1	Linseed, saltpetre, hides, &c	4,000 00	1	.....do.....	4,000 00	
	1	Padang.....	1	....do.....	1	General cargo.....	125,000 00	1	.....do.....	125,000 00
	6	Calcutta.....	6	....do.....	1	Saltpetre, gunny cloths, gin- ger, &c.....	200,000 00	1	.....do.....	200,000 00
			1		1	Saltpetre, gunny cloths, and linseed.....	120,000 00	1	.....do.....	120,000 00	
			4		General cargo	{ \$72,000 100,000 60,000 75,000 }	4	.....do.....	307,000 00		
	1	New London	1	New London	1	Provisions and whaling equip- ments.....	6,000 00	1	.....do.....	6,000 00	
	1	Sumatra.....	1	Gibraltar.....	1	Pepper, 5,800 piculs	42,000 00	1	.....do.....	42,000 00	
	1	New York.....	1	Loanda.....	1	Assorted cargo.....	10,000 00	1	Part of inward.....	5,000 00		
	1	Brava, (whaling).	1	Whaling.....	1	Oil, 15 bbls.; provisions and whaling equipments.....	2,800 00	1	Same as inward.....	2,800 00		
	1	Madagascar, do..	1	Fall River.....	1	Oil, sperm, 700 bbls., \$3,500; whale, 800 bbls., \$16,000; provisions and whaling equipments, \$1,800.....	52,000 00	1	.....do.....	52,000 00	
	1	Kabenda.....	1	New Bedford	1	Oil, sperm, 15 bbls., black- fish, 45 bbls.....	1,800 00	1	.....do.....	6,800 00	
	2	Whaling.....	1	....do.....	1	Provisions and whaling in- plements.....	5,000 00	1	.....do.....	
		1	Abandoned at St. Helena.....	1	Oil, 900 l bbls., \$45,000; pro- visions, &c., \$3,000.....	53,000 00	1	.....do.....	53,000 00		
					Oil, sperm, 450 bbls.; whale, 400 bbls.; provisions, &c.....	31,000 00	1	Cargo sent to England and United States.....				

Aggregate tonnage entered: 12,881 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. ST. HELENA. <i>George W. Kimball.</i> Quarter ending Dec. 31, 1856—Continued.	3	Whaling	1	Cruising and New Bedford	1	Oil, sperm, 400 bbls., R. whale, 1,000 bbls., bone, 11,000 lbs., \$48,000; provisions and whaling implements, \$2,000	\$56,000 00 40,000 00	1	Same as inward.....	\$56,000 00
			2	Whaling.....	2	{ Sperm oil, 800 bbls..... Provisions and whaling im- plements	7,000 00	2	.....do.....	47,000 00
			26		26	.....	2,722,600 00	26	.....	2,686,000 00
<i>(Wm. Cario, Consul.)</i> Quarter ending March 31, 1857.	1	Sumatra.....	1	Trieste	1	Pepper	50,000 00	1	Inward cargo.....	50,000 00
	3	Manila	3	Boston	1	Sugar, hemp, &c.	60,000 00	1	.....do.....	60,000 00
					1	.....do.....do.....	75,000 00	1	.....do.....	75,000 00
					1	.....do.....do.....	125,000 00	1	.....do.....	125,000 00
					1	.....do.....do.....	50,000 00	1	.....do.....	50,000 00
					1	General cargo.....	75,000 00	1	.....do.....	75,000 00
					1	.....do.....do.....	125,000 00	1	.....do.....	125,000 00
					1	.....do.....do.....	120,000 00	1	.....do.....	120,000 00
					1	.....do.....do.....	50,000 00	1	.....do.....	50,000 00
					1	.....do.....do.....	75,000 00	1	.....do.....	75,000 00
					20	General cargo.....	377,000 00	20	Inward cargo and on freight..	382,300 00
	1	.....do.....	1	New London	1	Oil, &c., \$25,000; provisions, &c., \$500	25,500 00	1	Condemned & cargo sent home	25,000 00
	1	.....do.....	1	Westport	1	Oil, &c., \$15,000; provisions, &c., \$5,000	20,000 00	1	Inward cargo.....	20,000 00
	1	.....do.....	1	New Bedford	1	Oil, &c., \$50,000; provisions, &c., \$5,000	55,000 00	1	.....do.....	55,000 00
	1	.....do.....	1	New London	1	Oil, &c., \$110,000; provisions, &c., \$10,000	120,000 00	1	.....do.....	120,000 00
	Entered: 41 vessels. Cleared: 41 vessels.									

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

289

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. ST. HELENA. Wm. Cartol. Quarter ending Mar. 31, 1857—Continued.	1	Whaling.....	1	New London....	1	Oil, &c., \$19,000; provisions, &c., \$1,000.....	\$20,000 00	1	Inward.....	\$20,000 00
	1	.....do.....	1	Greenport	1	Oil, &c., \$10,000; provisions, &c., \$5,000.....	15,000 00	1	Inward cargo	15,000 00
	4	Bombay.....	2	London.....	1	Cotton, (East India,) &c.	200,000 00	1	.....do.....	200,000 00
					1	General cargo	500,000 00	1	.....do.....	500,000 00
					1	Cotton, (East India,) &c.	250,000 00	1	.....do.....	250,000 00
	1	China	1	Boston.....	1	.....do.....	250,000 00	1	.....do.....	250,000 00
	1	.....	1	.....	1	Teas	156,000 00	1	.....do.....	156,000 00
	41	.....	41	.....	41	.....	2,793,500 00	41	.....	2,893,150 00
	1	Singapore.....	1	Falmouth.....	1	.....	.....	1	.....	.....
	Quarter ending June 30.	20	Whaling.....	20	Whaling.....	20	Equipments and oil	350,300 00	1	Part of inward.....	8,000 00
								1	Equipments	500 00
								1	Equipments and provisions...	10,000 00
								1	.....do.....do.....	4,000 00
								1	Part of inward, &c.....	12,500 00
								1	Inward.....	10,000 00
								1	.....do.....	25,000 00
								1	Equipments and provisions...	2,000 00
								1	Inward.....	23,000 00
1		.....do.....	2,000 00							
1	Equipments and oil	4,000 00								
1	Inward.....	26,000 00								
1	.....do.....	19,000 00								
1	Equipments and provisions...	18,000 00								
1	Inward	2,000 00								
1	Equipments and provisions...	5,000 00								
1	Part of inward, &c.....	3,050 00								
1	Inward.....	23,000 00								
1	.....do.....	9,000 00								
1	.....do.....	10,000 00								

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		Where for. Vessels.	INWARD.		Value.	Description. Vessels.		Value.		
	No. of Vessels.	Where from.		Description.	No. of Vessels.						
GREAT BRITAIN. ST. HELENA. Wm. Carlot. Quarter ending June 30, 1837—Continued.	1	Whaling.....	1	New Bedford ...	1	Equipments and oil.....	\$67,000 00	1	Oil, &c.....	\$90,700 00	
	1	....do.....	1	....do.....	1	Oil	20,000 00	1	Inward.....	20,000 00	
	1	....do.....	1	....do.....	1	Equipments and oil	80,000 00	1	....do.....	80,000 00	
	1	China.....	1	Havana.....	1	380 Chinese coolies.....		1	Same as inward.....		
	1	Benguela.....	1	Benguela.....	1	Peanuts, oil, flour, br ad, &c.....	2,600 00	1	....do.....	2,600 00	
	1	Stonington	1	W. coast of Africa.....	1	General cargo.....	17,000 00	1	Part of inward.....		
	7	Calcutta.....	1	London.....	1				1		
			1	Boston.....	1				1		
			1	....do.....	1				1		
			1	....do.....	1				1		
			1	....do.....	1				1		
			2	....do.....	2				2		
			1	Desolation Island	1	New London....	1	Oil	30,000 00	1	Same as inward.....	30,000 00
	2	Manila	2	New York.....	2			2			
	1	Bombay	1	Liverpool.....	1			1			
	1	Rangoon.....	1	Cowes	1	Rice.....	60,000 00	1	Same as inward.....	60,000 00	
	39	.....	39	.....	39	.....	618,900 00	39	.....	499,350 00	
	Quarter ending Sept. 30.	1	Sumatra.....	1	Marseilles	1	Pepper, 6,500 piculs.....	50,000 00	1	Inward.....	50,000 00
		8	Calcutta.....	4	Boston	8	Not reported.....		8	Same as inward.....	
				1	Philadelphia.....						
		2	New York.....	1	New Orleans...						
		1	Siam	1	New York.....	1	Sugar, sapan wood, rose-wood, hides, horns, &c.....	40,000 00	1	....do.....	
		9	Whaling.	6	Whaling....	6	Sperm and whale oil.....	163,000 00	6	....do.....	163,000 00
				3	New Bedford...	3	Sperm and whale oil, &c....	133,000 00	3	....do.....	133,000 00
		3	Manila.....	3	Boston	3	Not reported.....		3	....do.....	
		1	Hong Kong.....	1	Havana.....	1	....do.....		1	....do.....	
		2	Moulmein.....	1	Cowes.....	1	Rice, 1,000 tons.....	30,000 00	1	....do.....	
3		Akyab.....	1	Falmouth.....	1	Rice, 700 tons	40,000 00	1	....do.....		
			3	....do.....	3	Rice, 3,160 tons.....	180,000 00	3	Inward cargoes....	180,000 00	
Entered: 25 ships, 7 barques, 1 brig. Cleared: 25 ships, 7 barques, 1 brig. Agg. tonnage entered: 20,927 59-95 tons.											

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN

291

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. ST. HELENA. <i>Wm. Curriel.</i> Quarter ending Sept. 30, 1857—Continued.	1	New York.....	1	Mauritius.....	1	Lumber, \$9,000; coal for U. S. government, \$10,000.....	\$19,000 00	1	.....	.....
	1	Rangoon.....	1	Falmouth.....	1	Rice, 1,000 tons.....	70,000 00	1	Same as inward.....	.....
	1	Cape Town.....	1	Rio de Janeiro..	1	General cargo.....	10,000 00	1	Horses and sundries.....	\$2,000 00
	1	New Bedford....	1	Whaling.....	1	Whaling equipments.....	20,000 00	1	Same as inward.....	.....
	1	Zanzibar.....	1	Salem.....	1	Coffee, ivory, dates, and gums.	48,000 00	1	.....do.....	48,000 00
	33	.....	33	.....	33	.....	803,000 00	33	.....	576,000 00
HALIFAX. <i>Albert Pillsbury.</i> Quarter ending Dec. 31, 1856.	2	Liverpool.....	1	New York.....	2	General.....	210,000 00	1	Fish and oil, 1,200 barrels..	6,800 00
	1	Baltimore.....	1	Boston.....	2	{ Flour, 1,900 barrels; wheat, 3,800 bush; corn, 470 bush.	{ 15,000 00,	1	Pickled fish, 120 barrels....	6,200 00
	1	Portsmouth.....	1	Hul-boro'.....	.....	.....	.....	3	Ballast.....	.....
	1	Philadelphia....	1	St. Stephen's, N.B.	1	.....	.....	.....	.....	.....
	.....	.....	.....	Fishing.....	.....	.....	.....	.....	.....	.....
	5	.....	5	.....	5	.....	225,000 00	5	.....	13,000 00
Quarter ending March 31, 1857.	1	London, England.	1	Mobile.....	1	300 passengers.....	.....	1	Ballast.....	.....
	1	.....	1	.....	1	.....	.....	1	.....	.....

Quarter ending June 30.	3	Philadelphia....	2	Boston.....	2	Flour, meal, bread, rye and vinegar.....	.....	{ 1 {	General and sundries.....	1,460 00
	1	New York.....	1	Lakes.....	1	None.....	.....	1	Pickled fish.....	3,600 00
	1	Bangor.....	1	New York.....	1	Ballast.....	.....	1	None.....	.....
	1	Liverpool.....	1	Lingan, C. B....	1	Molasses, 310 hogheads....	15,050 00	1	Ballast.....	.....
	1	Bathbay.....	1	Richbarto.....	1	Salt, 3,000 hog-heads.....	5,800 00	1	.....do.....	.....
	1	Gloucester.....	2	Fishing voyage..	2	None.....	.....	2	None.....	.....
Quarter ending June 30.	1	Boston.....	1	Brier Islands....	1	.....do.....	.....	1	.....do.....	.....

Entered: 1 ship, 1 brig, 2 schooners,
1 brigantine.
Cleared: 1 ship, 1 brig, 2 schooners,
1 brigantine.
Agg. tonnage entered: 1,380 10-95
tons.

Entered: 1 ship.
Cleared: 1 ship.
Agg. tonnage entered: 1,038 87-95
tons.

Entered: 2 ships, 1 barque, 1 brig,
3 schooners, 3 steamers.
Cleared: 2 ships, 1 barque, 1 brig,
3 schooners, 3 steamers.
Agg. tonnage entered: 4,095 91-85
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.			CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		No. of Vessels.	INWARD.		No. of Vessels.		
	Where from.	Where for.		Description.	Value.			
GREAT BRITAIN. HALIFAX. <i>Albert Pillsbury.</i> Quarter ending June 30, 1857—Continued.	1	Liverpool.....	1	New York.....	General.....	1	Same as inward. (Put in dis- tressed)	Value.
	10	.....	10	.....	.....	10	.....	\$5,060 00
	1	Boston	1	Newfoundland...	Fishing stores	1	Inward cargo .....	.....
	1	do.....	1	Cuba.....	Molasses, 70 hogsheds.....	1	Shooks, 4,000.....	1,500 00
	1	Matanzas.....	1	Pictou.....	Sugar, 200 hogsheds.....	1	Ballast.....	.....
	1	do.....	1	Cape Breton.....	Molasses.....	1	do.....	.....
	1	Gloucester.....	1	Gloucester.....	Flour and meal	1	do.....	.....
	1	New York.....	1	Richmond.....	Flour, meal, tobacco, &c.....	1	Herring, 1,367 barrels	5,000 00
	1	Gulf of St. Law- rence.....	1	New Bedford	Fish.....	1	Fish. (Inward).....	.....
	1	Rockland.....	1	Rockland.....	Lime	1	Fish, brandy, and gin.....	1,000 00
ST. JOHN'S, (N. F.) <i>Wm. S. H. Newman.</i> Quarter ending Dec. 31, 1856.	1	Liverpool.....	1	Cape Breton.....	General cargo.....	1	Ballast.....	.....
	1	Baltimore.....	1	Baltimore.....	Flour, 1,270 barrels	1	Herring and mackerel.....	8,560 00
	1	North Bay.....	1	Gloucester.....	On cruise.....	1	On cruise.....	.....
	1	Portland.....	1	Pictou.....	Molasses, 187 hogsheds.....	1	Ballast .....	.....
	1	Philadelphia....	1	do.....	Coal, 260 tons.....	1	do .....	.....
	13	.....	13	.....	.....	13	.....	16,060 00
	4	New York.....	5	New York.....	Flour, &c., 8,900 barrels	7	Fish, &c.....	75,920 00
	4	Baltimore	3	Baltimore	Flour, pork, &c., 5,500.....	1	Fish, &c., 2,356 drums	9,778 00
	1	Sydney.....	2	Boston.....	Telegraph supplies	1	.....	.....
	1	.....	2	Brazil.....	.....	1	In port .....	.....
				Pictou.....	.....		.....	.....
				Havana.....	.....		.....	.....
				In port.....	.....		.....	.....
	10	.....	10	.....	.....	10	.....	85,698 00
								Entered: 2 barques, 5 brigs, 2 schooners, 1 steamer. Cleared: 2 barques, 4 brigs, 2 schooners, 1 steamer, and 1 brig in port. Aggregate tonnage entered: 1,847 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

293

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		No. of Vessels.	INWARD.		No. of Vessels.	OUTWARD.			
	Where from.	Where for.		Description.	Value.					
GREAT BRITAIN. ST. JOHN'S, (N. F.) Wm. S. H. Newman. Quarter ending March 31, 1857.	1	Philadelphia.....	1	Barbadoes.....	1	Not reported.....	Unknown ...	1	Fish, and assorted.....	\$12,000 00
	1	In port at com- mencement of quarter.....	1	In port	1	Flour, 1,800 barrels	\$14,000 00	1	In port .....	.....
	2	.....	2	.....	2	.....	14,000 00	2	.....	12,000 00
	1	In port at com- mencement of quarter.....	1	Not reported.....	1	In port at commencement of the quarter .....	.....	1	Not reported.....	.....
	1	Baltimore	1	Flour, &c., 1,900 barrels.....	1	Ballast	10,000 00	1	Ballast .....	.....
Quarter ending June 30.	1	New York	1	Sidney	1	Flour, &c., 1,600 barrels. ...	12,000 00	1	.....do.....	.....
	1	Matanzas.....	1	Baltimore	1	Molasses	8,000 00	1	Fish, in drums, &c., 926 pkgs.	5,266 40
	1	Porto Rico.....	1	Porto Rico.....	1	Molasses and sugar	10,000 00	1	Fish, in drums, &c., 487 pkgs.	5,000 00
	5	.....	5	.....	5	.....	40,000 00	5	.....	10,366 40
	1	New York.	1	Coasting	1	Telegraph materials.....	.....	1	Coasting.....	.....
Quarter ending Sept. 30.	1	do.....	1	Sydney	1	Iron and provisions	3,000 00	1	Ballast .....	.....
	1	do.....	1	Pictou.....	1	Molasses flour, &c.....	15,000 00	1	.....do.....	.....
	1	do.....	1	Boston	1	Ballast .....	.....	1	Fish, 900 barrels	7,796 00
	1	Cardenas.....	1	do.....	1	Molasses	11,010 00	1	Fish, 2,300 barrels	25,200 00
	1	Baltimore	1	Brazils	1	Flour	14,700 00	1	Fish, 2,363 drums	11,000 00
Quarter ending Sept. 30.	1	do.....	1	do.....	1	Flour, 2,300 barrels	15,000 00	1	Fish, 2,300 casks	12,980 00
	1	do.....	1	Havana	1	Flour, 2,300 barrels	23,000 00	1	Fish, 2,150 casks	11,000 00
	1	do.....	1	Demerara ..	1	Flour, 1,700 barrels	15,000 00	1	Fish, 1,700 casks.....	8,000 00
	1	do.....	1	Boston	1	Flour, 1,400 barrels	10,000 00	1	Fish and oil, 1,800 casks	17,300 00
	1	Boston	1	Cuba, (in port) ..	1	Flour, 2,500 barrels	15,000 00	1	In port .....	.....
11	.....	11	.....	11	.....	120,716	11	.....	93,276 00	

Entered: 1 brig, 1 in port.
Cleared: 1 brig, in port at the close
of the quarter, 1 brig.
Aggregate tonnage entered: —.

Entered: 2 brigs, 2 schooners, 1 in
port.
Cleared: 2 brigs, 2 schooners, 1
class not reported.
Aggregate tonnage entered: 739
tons.

Entered: 1 steamer, 6 brigs, 1
barque, 3 schooners.
Cleared: 1 steamer, 5 brigs, 1
barque, 3 schooners, 1 vessel
in port.
Aggregate tonnage entered: 2,202
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

295

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.		Value.
GREAT BRITAIN. ST. JOHN'S (S. B.) C. Whitaker. Quarter ending Dec. 31, 1856—Continued.	1	Eastport.....	1	Baltimore.....	.....	.....	.....	.....	.....	.....
	1	Salem	1	Havre .....	.....	.....	.....	.....	.....	.....
	4	Other ports	1	Lubec.....	.....	.....	.....	.....	.....	.....
	34	.....	34	.....	.....	\$73,210 00	34	.....	.....	\$103,163 00
Quarter ending March 31, 1857.	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending June 30.	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending Sept. 30.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.
KINGSTON. R. M. Harrison. Quarter ending Dec. 31, 1856.	13	New Yor	14	New York.....	15	Provisions and general cargo	.....	17	Rum, champagne, claret, bran- dy, logwood, pimento, fus- tic, fruit, lignumvitæ, sugar, coffee, hides, arrow root, metal, provisions, &c.....	Entered: 3 ships, 7 barques, 13 brigs, 17 schooners, 6 steamers; and 1 ship and 1 schooner in port.
	10	Baltimore	4	Baltimore.....	10	Coal, 5,088 tons .....	.....	.....	.....	Cleared: 3 ships, 6 barques, 11 brigs, 15 schooners, 6 steamers; and 1 ship, 1 barque, 2 brigs, and 3 schooners in port.
	4	Aspinwall	8	Aspinwall	6	Passengers .....	.....	.....	.....
	6	Philadelphia	1	Havana	3	Lumber, 212,579 feet.....	.....	.....	.....
	3	Newport.....	1	Cuba.....	2	Rice, 4,245 sacks.....	.....	.....	.....
	2	Cartlagena.....	1	Hanburg	1	Flour, 700 bbls.; beef, 61 bbls.	.....	.....	.....
	6	Other ports.....	2	Montego Bay.....	1	Lumber, 60 pieces; shingles, 38,000 .....	.....	.....	.....
	2	In port.....	1	Liverpool.....	2	Guano, 390 tons.....	.....	.....	.....
			8	New Orleans	1	Ice, 278 tons.....	.....	.....	.....
			7	Other ports.....	1	Ballast, olives, rice, &c.....	.....	.....	.....
				In port.....	1	Rice, 6 tierces, 49 bbls., and starch, 2½ bbls.....	.....	.....	.....
					2	Ballast.....	.....	.....	.....
					1	In port.....	.....	.....	.....
					2	In port.....	.....	.....	.....
	48	.....	48	.....	48	.....	.....	48	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.						
	ENTERED.		CLEARED.	INWARD.		OUTWARD.								
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.				
GREAT BRITAIN. KINGSTON. R. M. Harrison. Quarter ending June 30, 1857—Continued	3	Philadelphia.....	1	Cienfuegos.....	3	Flour, 2,996 barrels; meal, 1,030 barrels; lard, 590 kegs; tongues, 60 half barrels; Philadelphia, via Black river....	1	Ballast.....	1	Ballast.....	1	Logwood, 210 tons 7 cwt.....	1	Logwood, 22 tons; rum, 13 plms.; lignumvite, 19 tons; vine roots, 2 barrels; glass, 9 barrels; sundries, 22 pack- ages.....
	1	Aspinwall.....	1	New York.....	1	Ballast.....	1	Ballast.....	1	Sugar, 37 hogsh'ds, 84 tierces; rum, 31 plms.; coffee, 1 tierce, 134 bags; logwood, 144 tons; lignumvite, 19 tons; wine, 2 quarter casks; beef, 1 barrel.....	1	Sugar, 26 hogsh'ds, 245 bar- rels; pimento, 378 bags; logwood, 40 tons; silver plate, 1 case.....	1	Logwood, 210 tons; wool, 2½ bales; rum, 12 plms.; cop- per, 2½ barrels; rags, 77 bales; lead, 2 barrels; brass, 2 barrels; iron, 23 packages; cullet, 2 barrels.
	1	Falmouth, Jan..	1do.....	1	Ballast.....	1	Fitch pine lumber, 144,000 feet	\$20,160 00	1	Logwood, 210 tons; sugar, 24 hogsh'ds, 74 barrels; wool, 4 bags; hides, 317; logwood, 140 tons; pimento, 80 bags; hide cuttings, 1 parcel; hide			
	1	Jacksonville.....	1	.....do.....	1	Coal, 250 tons.....	1	Coal, 250 tons.....	1	Coal, 250 tons.....			
	1	New York.....	1	.....do.....	1	Coal, 250 tons.....	1	Coal, 250 tons.....	1	Coal, 250 tons.....			

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		Where for.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	Description.		Value.	
GREAT BRITAIN. KINGSTON. R. M. Harrison. Quarter ending June 30, 1857—Continued.	6	New York,	1	New York,	1	Flour, 200 barrels; butter, 200 kegs; pork, 149 barrels; meal, 71 barrels; lard, 50 kegs; tobacco, 49 boxes, 12 bales; tongues, 5½ bar- rels; hams, 5 tierces and 5 hogheads; matches, 55 cases; tubs, 12 nests; vine- gar, 5 casks; lard oil, 3 bar- rels; merchandise, &c.,	shavings, 1 parcel; goats- skins, 1 parcel; pigs' tongues, 50 barrels,	1	Logwood, 175 tons,	
			1	St. Jago de Cuba.	1	Coal, 300 tons,		1	Ballast,	
			2	New York, via Black river,	1	Coal, 300 tons, and merchan- dise,		1	Sugar, 5 tierces, 24 barrels; rum, 11 plms.,	
					1	Coal, 300 tons,		1	Arrow root, 120 boxes, 135 tins; logwood, 30 tons,	\$164 72
			2	Black river,	2	Flour, 1,219 barrels; pork, 508 barrels; lard, 475 kegs; corn meal, 712½ barrels; candles, 371 boxes; tongues, 27 barrels; turpentine, 7 barrels; tobacco, 87 boxes, 20 cases, 77 bales; matches, 22 cases, 22 boxes; pease, 25 bags; pilot bread, 50 bar- rels; merchandise, 6 boxes, 21 cases, &c.; tea, 1 box; rye flour, 50 barrels; corn, 300 bags; butter, 20 kegs; lard oil, 2 barrels; cham- paigne, 27 baskets; indigo; castor oil, nuts, hardware,	Merchandise, per same ves- sel, entered for exportation,			

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. KINGSTON. <i>R. M. Harrison.</i> Quarter ending June 30, 1857—Continued.	1	Newport, Eng....	1	Bremen	1	paper; vinegar, 20 barrels; paint; pitch; hats; oil cake; &c.....	1	Coal, 520 tons.....	1	Logwood, 228 tons; ebony, 21 tons; rum, 132 plms., 3 hogsheads; lignumvite, 69 tons; coffee, 81 tierces, 8 barrels; pimento, 25 bags...	
	1	Jacksonville.....	1	Savannah la Mar.	1	Pitch pine lumber, 94,000 feet.	1	Pitch nine lumber, 94,000 feet.	1	Inward cargo.....	
	1	New York.....	1	Falmouth, Jam..	1	Flour, 963 barrels; white pine boards, 52,026 feet; butter, 139 kegs; wheat, 1,624 bags; scantling, 70 pieces; coal, 400 tons; beef; pork; can- dles, 270 boxes; pitch, 8 barrels; tar, 10 barrels; tur- pentine, 3 barrels; hard- ware, 3 boxes; nails, 3 kegs; axebows, 20 bundles; grease, 25 kegs; tongues; oil cake; hatchets; axes; bacon; hops; bread; &c....	\$4,070 00	1	Ballast		
	1	Pedro Keys.....	1	Baltimore.....	1	Guano	1	Guano	1	Guano	
	1	St. Thomas, W. I.	1	Black river and Boston	1	Coal, 300 tons.....	1	Coal, 300 tons.....	1	Rum, 29 plms.; sugar, 17 tierces; lignumvite, 104½ tons; plantain fibre, 6 bales; bitterwood, 3½ tons.....	
	1	Norfolk.....	1	Black river	1	Cypress shingles, 200,000; flour, 1,000 barrels; corn, 500 bags; shooks with heads, 100.....	1	Cypress shingles, 200,000; flour, 1,000 barrels; corn, 500 bags; shooks with heads, 100.....	1	Ballast.....	
	1	St. Thomas.....	1	Baltimore.....	1	Flour, 1,508 barrels; corn meal, 502 barrels; corn,	1	Flour, 1,508 barrels; corn meal, 502 barrels; corn,	1	.....do.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		Where for.	INWARD.		OUTWARD.					
	No. of Vessel.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.	
GREAT BRITAIN. KINGSTON. R. M. Harrison. Quarter ending June 30, 1857—Continued.	1	Bangor	1	Black river.....	1	464 bags; pork, 81 barrels; hams, 200; cheese, 100 boxes; lard, 35 kegs .....	.....	Ballast.....	.....	.....
	37	.....	37	.....	37	.....	\$24, 230 00	.....	.....	\$164 72	
			1	Bremen	1	Coal, 480 tons.....	.....	1, 920 00	1	Lignumvite, 20 tons; ebony; 25 tons; fustic, 4 tons; log- wood, 180 tons; coffee, 1 tierce and 5 barrels; hoofs, 7 barrels; horns, 4 bags.....	.....
Quarter ending Sept. 30.			1	Aspinwall	1	.....	.....	.....	1	.....	.....
			1	Baltimore.....	1	Bread, soda biscuit, matches, nuts, beef, tongues, hams, bacon, peas, hops, butter, cheese, lard, oysters, meal, leather, chairs, corn, toba- co, pork, seeds, indigo.....	.....	.....	1	Logwood, 50 tons; lignumvi- tae, 30 tons; ebony, 20 tons.	875 00
	6	New York.....	1	London	1	Oats, cheese, crackers, beef, cod liver oil, turpentine, to- bacco, lard oil, vinegar, pa- per, biscuits, pork, meal, hams, bread, matches, flour, tongues, pitch, tar, white pine boards, (30,000 feet,) and sundries.....	14, 000 00	.....	1	Bricks, 25, 000; logwood, 50 tons; pimento, 6 cases, and merchandise from New York.	.....
			1	Aspinwall	1	.....	.....	.....	1	.....	.....
			1	New York.....	1	Flour, bread, matches, hats, chairs, indigo, onions, to- bacco, cheese, beef, vinegar, tongues, candles, pails, tur- pentine, pork, lard, corn meal, nails, and sundries...	.....	.....	1	Pimento, rum, logwood, fus- tic, wool, old iron.....	4,300 00

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.			OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
GREAT BRITAIN. KINGSTON. <i>R. M. Harrison.</i> Quarter ending Sept. 30, 1857.—Continued.	1	Aspinwall	1	Port Maria, Jam..	1	Ballast	1	Run and logwood.....	\$1,750 00
	1	Elizabeth City....	1	Elizabeth City....	1	Shingles, 14,300	\$500 00	1	Ballast.....
			(1	San Blas	1	Flour, 472 barrels, 100 half barrels ditto; meal, bread, corn, butter, hams, candles, pork, tea.....	1	Merchandise entered from Bal- timore for San Blas
			1	New York	1	Flour, 920 barrels; meal, pork, beef, butter, lard, tongues, hams, tobacco, corn, paper, biscuits, and sundries	7,567 00	1	Logwood, arrow root, ginger..	1,455 00
			1	Magua, Bahamas.	1	Flour, 600 barrels; shingles, 102,208	10,539 53	1	Ballast.....
	6	Baltimore.....	1	Baltimore....	1	Flour, 1,266 barrels; 100 half barrels flour; pork, lard, but- ter, candles, vinegar, burn- ing fluid, (10 barrels,) oys- ters, white pine lumber, 7,000 feet.....	1	Logwood, 100 tons; pimento, 37 bags; old iron, 6 tons....
			1	Boco del Toro....	1	Flour, 500 barrels; meal, 200 barrels; corn, 200 bags; pork, 100 barrels; lard, 400 kegs; butter, 100 kegs.....	14,087 00	1	Merchandise entered for this port from Baltimore.....
			(1	Baltimore.....	1	Flour, 930 barrels; 100 half barrels flour; 100 barrels meal; pork, 200 barrels; butter, 100 kegs; lard, 300 kegs; tobacco, nails, tallow candles, yellow metal....	1	Logwood, 120 tons; pimento, 118 bags; empty bags, 50 bales
	1	Philadelphia	1	Philadelphia....	1	Pork, 451 barrels; beef, hams, flour, rye flour, tobacco, corn, pilot bread, crackers, navy bread, pigs, tongues, chairs, butter, lard, cheese, candles, and sundries.....	16,064 00	1	Logwood, 205 tons.....	2,105 00
							22,000 00			

GREAT BRITAIN.
KINGSTON.
R. M. Harrison.
Quarter ending Sept.
30, 1857.—Continued

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

303

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED. Where for.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. NASSAU, (S. P.) J. F. Bacon. Feb. 17 to March 31, 1857—Continued.	3	In port previous to February 17.	1	Portland	4	In port previous to Feb. 17.	1	Part of inward cargo	Aggregate tonnage entered: 4,207 tons.
	1	Boston	1	New York.	1	Ice	1	Part of inward cargo	Cleared: 4 ships, 3 brigs, 5 schoon- ers; 3 not classified.
	2	Charleston	1	New Orleans	1	Flour, corn, &c	1	Flour, timber, &c	
	2	New York	1	New Orleans	1	Ballast	1	Property from wrecks of American vessels	
	2	New York	1	New York	1	Provisions, 150 tons	1	Cotton, &c	41,000 00
	1	Baltimore	1	Cuba	1	Provisions	1	Part of inward	14,270 00
	1	Key West	1	Baltimore	1	Assorted	1	Assorted	5,480 00
	1	Liverpool	1	Key West	1	Ballast	1	do	1,160 00
	1	Savannah	3	Not reported	1	Salt	3	Not reported	
	1	Jacksonville	1	Not reported	1	Lumber	3	Not reported	
	15	.....	15	.....	15	.....	15	.....	66,305 00
	5	In port	5	.....	5	.....	5	Cotton, wheat, &c	115,334 00
	2	Key West	2	Key West	2	Manila rope and cattle	2	Assorted merchandise and hay	12,141 00
	2	Boston	2	New York	2	Assorted merchandise and ice	2	Assorted merchandise and hay	
	1	New York	1	Baracoa	1	Assorted cargo	1	Part of inward cargo	
	1	do	1	New York	1	do	1	Salt	247 00
1	do	1	New Orleans	1	Hay, &c	1	Wrecked property	133,461 00	
1	do	1	New York	1	Assorted cargo	1	Fruit and sponge	2,272 00	
1	do	1	Apalachicola	1	do	1	Inward cargo		
1	do	1	do	1	do	1	do		
1	Jacksonville	1	Charleston	1	Lumber	1	Wrecked property	3,033 00	
1	New Orleans	1	New York	1	Cargo reshipped	1	Ballast		
1	Ballast	1	Ballast	1	Ballast	1	Ballast		
18	.....	18	.....	18	.....	18	.....	266,488 00	
Quarter ending June 30.									

Aggregate tonnage entered : 4,207
tons.
Cleared : 4 ships, 3 brigs, 5 schoo-
ners ; 3 not classified.

Entered : 4 ships, 1 brig, 8 schoo-
ners ; 5 in port.
Cleared : 6 ships, 4 brigs, 8 schoo-
ners.
Aggregate tonnage entered : 7,453
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. ASSAU, (N. P.) J. F. Bacon. Quarter ending Sept. 30, 1857.	5	In port	1	Boston	5	In port	1	Part of inward cargo	1	Part of inward cargo	\$4,512 00
	1	Baltimore	1	New Orleans			1	Inward cargo	1	Inward cargo	91,051 00
	1	Savannah	1	Key West			1	do	1	do	50 00
	1	do	1	do			1	do	1	do
	1	New Orleans	1	Key West			1	Provisions and lumber	\$4,766 00		
	1	New York	1	Savannah	1	Assorted cargo	610 00	Part of inward and fruit	210 00		
	1	Mobile	1	do	1	Called in in distress	980 00	Salt and fruit	182 00		
	1	Boston	1	Boston	1	Assorted .....	.....	Inward .....	.....	
	1	New York	1	Mobile	1	Ballast	3,014 00	Assorted	3,340 00		
	1	Boston	1	In port	1	do .....	.....	Railroad iron, &c	24,614 00	
	1	Jacksonville	1	New York	1	Lumber and shingles	1,224 00	In port	9,600 00		
	1	do	1	Charleston	1	do	2,450 00	Assorted	13,240 00		
	1	Philadelphia	1	Belize	1	Assorted	480 00	Part of inward .....	.....	
	15	.....	15	.....	15	.....	10,504 00	.....	.....	143,199 40
	TURK'S ISLAND. James Winter. Quarter ending Dec. 31, 1856.	2	Martinique	2	New York	1	Lumber and assorted provisions	950 74	7	Salt, 26,594 bushels	5,183 99
2		Trinidad	1	Philadelphia	1	Provisions	631 38	1	Molasses, 6 pun: heons ; salt, 1,072 bushels	523 38	
1		Barbadoes	2	Plymouth	7	.....	.....	1	Part of inward, provisions .....	.....
1		St. Kitts	1	New Haven	3	Ballast .....	.....	3	Takes cargo at East Harbor .....	.....
1		Antigua	1	Portland .....	.....	.....	.....	.....	.....	.....
1		Ponce	1	Boca del Toro .....	.....	.....	.....	.....	.....	.....
1		Cayenne	3	East Harbor .....	.....	.....	.....	.....	.....	.....
1		St. Lucien	1	Newbern .....	.....	.....	.....	.....	.....	.....
1		Baltimore .....	.....	.....	.....	.....	.....	.....	.....	.....
1		Porto Rico .....	.....	.....	.....	.....	.....	.....	.....	.....
12		.....	12	.....	12	.....	1,582 12	12	.....	5,707 27
Entered : 2 ships, 1 barque, 1 brig, 6 schooners, 5 in port. Cleared : 4 ships, 1 barque, 2 brigs, 7 schooners, 1 in port. Aggregate tonnage entered : 5,302 tons.											
Entered : 7 brigs, 5 schooners. Cleared : 7 brigs, 5 schooners. Aggregate tonnage entered : 1,961 77-95 tons.											

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

305

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		Where for.	INWARD.		Value.	No. of Vessels.	
	No. of Vessels.	Where from.		Description.	Description.			
GREAT BRITAIN. TURK'S ISLAND. <i>James Winter.</i> Quarter ending March 31, 1857.	1	Providence.....	1 Salt Cay.....	1 Provisions, 42 barrels.....	\$128 40	1	Entered: 3 brigantines, 2 schoon- ers.	
	1	Baltimore.....	1 Aspinwall.....	1 .....	.....	1	.....
	1	New York.....	1 Inagua.....	1 Provisions.....	2,921 78	1	Cleared: 3 brigantines, 2 schoo- ers.	
	1	do.....	1 Cienfuegos.....	1 do.....	2,015 30	1	.....
	1	Boston.....	1 Silver Keys	1 .....	.....	1	Aggregate tonnage entered: 784 66-75 tons.
Quarter ending June 30.	5	.....	5 .....	.....	4,365 48	5	.....
Quarter ending Sept. 30	.....	No return .....	.....	.....	.....	.....	No return.
SALT CAY. <i>(Turk's Is'd Consulate.)</i> <i>James Winter.</i> Quarter ending Dec. 31, 1856.	2	Barbadoes.....	2 Baltimore.....	1 Merchandise.....	986 00	11	Entered: 1 ship, 3 barques 1 brig, 2 schooners, 4 brigantines.	
	1	Trinidad.....	2 Philadelphia.....	1 Sugar	650 00	.....	.....
	1	St. Thomas.....	1 New York.....	one .....	.....	.....	Cleared: 1 ship, 3 barques, 1 brig, 2 schooners, 4 brigantines.
	1	Providence.....	1 Alexandria .....	.....	.....	.....	.....
	1	St. Croix.....	1 Georgetown, D.C.....	.....	.....	.....	.....
Quarter ending March 31, 1857.	1	Puerto Rico, W. I.....	2 New Haven .....	.....	.....	.....	Aggregate tonnage enter 2,517 tons.
	4	Other ports.....	2 Other ports.....	.....	.....	.....	.....
	11	.....	11 .....	.....	1,636 00	11	.....
	1	Providence, R. I.....	1 Norfolk.....	1 Merchandise.....	1,442 00	1	Entered: 2 brigantines, 1 schooner.	
	1	Grand Turk.....	1 Cuba.....	1 do.....	2,500 00	1	Cleared: 2 brigantines, 1 schooner.	
Quarter ending March 31, 1857.	1	St. Vincent.....	1 East Haven, Ct.....	1 .....	.....	1	Aggregate tonnage entered: 537 tons.
	3	.....	3 .....	.....	3,942 00	3	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description	Value.	No. of vessels.		Description.	Value.
GREAT BRITAIN. SALT CAY. (Turk's Is'd Consulate.) James Winter. Quarter ending June 30, 1857.	.....	No return. ....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending Sept. 30	.....	No return. ....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
HARBOR ISLAND. W. H. Sears. Quarter ending Dec 31, 1856.	3	Baltimore and Grand Turk....	1 1 1	1 New York..... Boston.....	1 2	Vinegar and molasses.....	\$16 50	3	Salt, 16,204 bushels.....	\$3,038 29	Entered; 2 brigs, 1 schooner. Cleared: 2 brigs, 1 schooner. Aggregate tonnage entered: 553 tons.
Quarter ending March 31, 1857.	.....	No return. ....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending June 30	3	New Haven... {	1 1 1	Not reported. .. do..... do.....	3	Ballast..... ..... .....	..... ..... .....	1	Fruit..... do..... do.....	900 00 1,000 00 1,125 00	Entered: 3 schooners. Cleared: 3 schooners. Aggregate tonnage entered: 215 tons.
Quarter ending Sept. 30.	1 1 2	New York. New Haven	1 1 2	New York..... Sold.....	1 1 2	Ballast..... Sold..... .....	..... ..... .....	1 1 2	Fruit..... Sold.....	1,000 00 1,000 00	Entered: 2 schooners. Cleared: 1 schooner; 1 schooner sold. Aggregate tonnage entered: 105 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
ENTERED.		CLEARED.		INWARD.		OUTWARD.				
No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description	Value.	No. of Vessels.	Description.	Value.	
9	New Haven	6	Trinidad	6	Horses, 105; mules, 393; meal, flour, potatoes, peas, crackers, bread, rice, cheese, candies, shooken, matches, pork, lard, onions.....	\$133,500 00		6	Part of inward cargo, viz : Mules, 218 ; horses, 62 ; rice, pork, peas, cheese, crackers, lard, tea, matches, shooken, onions, hams	\$61,300 00
		2	Porto Rico	2	Horses, 39 ; mules, 30 ; flour, meal, pork, beef, peas, crackers, bread, rice, candles, cheese, lard, hams, oats, onions, nails, tobacco, butter, matches.....	29,590 00		1	And 40 hids. Demarara sugar . Bread and onions, (part of inward cargo)	5,000 00
		1	New Haven	1	12 horses, 62 mules, flour, bread, crackers,meal,naval stores,beef,onions,shooks, coffee,tobacco,ice.....	21,000 00		1	Bread and onions, (part of inward cargo)	350 00
	Alexandria	1	Turk's Island....	1	Flour, meal, crackers, bread, corn	12,000 00		1	Sugar, 56 blds.; cocoa, 4 bags; hides, 360; skins, 65; horns, 1,350 ; old metal	16,000 00
		1	Saint Kitts	1	Flour, crackers, meal, corn, tobacco	13,500 00		1	Part inward cargo, viz : Flour, corn	200 00
	Norfolk	1	Curaçoa.....	1	Staves and heading	8,500 00		1	Corn and tobacco	2,200 00
10		1	Turk's Island..	1	Staves, flour, hams	11,600 00		1	Old metal, hides, arrowroot, iron, rags.....	3,000 00
		1	Mobile ..	1	Staves, cy. shingles, corn, peas	7,300 00		1	Ballast	
		2	St. Thomas	2	Staves, cy. shingles, peas.....	8,800 00		2	do.....	
		1	Norfolk	1	Cy. shingles, peas, corn, flour.	4,200 00		1	do.....	
		2	New York	2	Staves, shingles, peas.....	13,400 00		1	Black pepper, 4,815 bags; rats, 7,134 bundles ; spices, 230 boxes	25,000 00
		1	Matanzas	1	Staves, flour.....	6,500 00		1	Ballast	

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.

GREAT BRITAIN.
BARBADOES.
Wm. E. Hughes,
Quarter ending Dec. 31, 1856.

Entered : 1 ship, 18 barques, 18 brigs, and 14 schooners.
Cleared : 1 ship, 17 barques, 18 brigs, 14 schooners ; 1 barque condemned.
Agg. tonnage entered : 10,832 47-85 tons.
7 of the above did not leave port until a few days after close of quarter.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.	Value.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.				No. of Vessels.	Description.
	Where for.									
GREAT BRITAIN. BAREBORES. Wm. E. Hughes. Quarter ending Dec. 31, 1856—Continued.	4	Washington	2	St. Kitts.....	1	Cypress shingles, red oak staves, shooks, naval stores, spirits turpentine, pitch pine lumber.....	\$3,000 00	1	Ballast	
					1	Cypress shingles, red oak staves, shooks, naval stores, spirits turpentine.....	2,000 00	1	....do.....	
			2	Washington	1	Red oak staves, cypress shingles, naval stores	1,700 00	1	....do.....	
					1	Cypress shingles, red oak staves, naval stores, pitch pine lumber.....	5,200 00	1	....do.....	
	1	Westport, Me....	1	St. Domingo		White pine lumber.....	3,000 00	1	Quarter cask brandy.....	\$150 00
	3	Plymouth, N. C..	1	St. Kitts.....	1	Red oak staves	3,200 00	1	Ballast.	
			1	Plymouth.....	1	Cypress shingles, red oak staves, tar, beef, pickled mullet.....	2,500 00	1	....do.....	
			1	St. Thomas.....	1	Cypress shingles.....	2,600 00	1	....do.....	
	3	Philadelphia	1	Maracaibo.....	1	Flour, meal, pork, crackers, bread, beef, tongues, butter, lard, onions, tobacco, corn, hams.....	16,000 00	1	Not given.....	
						And cargo for Maracaibo, (not given.)				
			1	St. Bartholomew.	1	Flour, meal, rye, pork, bread, potatoes, beef, corn, peas, rice, butter, lard, cheese, candles, hams, tobacco, oil- meal, white pine lumber, meal	25,000 00	1	Part inward, viz: flour, meal, pork, beef, candles, tobacco, white pine lumber	13,000 00
			1	Trinidad.....		Flour, crackers, pork, beef, bread, hams, snuff, tobacco, pipes, stoves.....	7,000 00	1	Not given.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. BARBADOS. Wm. E. Hughes. Quarter ending Dec. 31, 1856.—Continued.	2	Boston	1	Aux Cayes.....	1	Ice and ice provisions.....			1	Ballast	
			1	Trinidad.....		Oil-meat, lard, candles, pails, furniture.....			1	Not given.....	
	1	St. Helena.....	1	Condemned		Also, cargo for Trinidad. Black pepper, (60,000 pounds,) mace, nutmegs, (200 boxes,) mace, (30 boxes,) rattans, (8,650 bundles).....					
	1	Bucksville.....	1	Georgetown, S. C.	1	Pitch pine lumber, 4 masts....			1	Ballast	
	1	Georgetown, S. C.	1	New York.....	1	Red oak staves, pitch pine lumber, tar, rosin			1	Black pepper, (3,385 bags.) rattans, (1,500 bundles)....	\$20,000 00
	2	Bangor	2	St. Thomas.....	1	White pine lumber, cypress and white pine shingles. ..			1	Ballast	
			1		1	White pine lumber, cypress and white pine shingles			1	....do..	
	51	.....	51	.....		.....	551,100 00	50	.....	186,700 00	
	Quarter ending March 31, 1857.	4	New Haven	4	Trinidad.....	1	12 horses, 63 mules, flour, meal, pork, peas, matches, lard, bread, candles, cheese, shooks, onions.....			1	Part of inward, viz: 10 horses, 63 mules, pork, meal, flour, peas, candles, lard, cheese, matches, onions
			1		1	35 horses, 66 mules, meal, flour, peas, pork, matches, shooks, rags, bread, cheese..	23,950 00	1	Part inward, viz: 11 horses, 38 mules, matches, cheese, shooks.....	20,550 00	
			1		10 horses, 80 mules, meal, flour, pork, candles, cheese, matches, pails, shoeks.....	25,000 00	1	Part inward, viz: 34 mules, cheese, shoeks, matches, pails.....	8,500 00		
			1		18 horses, 89 mules, pork, flour, meal, bread, peas, to- bacco, cheese, shoeks.....	21,000 00	1	Part inward, viz: 54 mules, pork, tobacco, cheese, shooks	7,000 00		
							28,000 00			15,400 00	

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
BARBADOES. <i>Wm. E. Hughes.</i> Quarier ending March 31, 1857—Continued.	3	New Haven.....	1	New Haven.....	35 horses, 37 mules, meal, flour, pork, peas, lard, bread, cheese, candles, matches, shoofs, onions...		1	Old metals, hides, skins, cocoa.	\$8,500 00
			1	New York.....	1	41 mules, meal, pork, bread, peas, lard, candles, cheese, matches, oysters, (5 cases), oil, meal, furniture, 1 gal- vanic battery, iron casting...	\$19,550 00	1	Iron, old metals, hides, skins, green tar, rags, (36 bales), horns, arrowroot, sperm oil, sugar.....	13,500 00
			1	Demarara.....	1	14 horses, 62 mules, corn meal, tobacco, peas, cheese, shoofs.....	23,000 00	1	Part inward, viz: 6 horses, cass.....	1,000 00
	2	Alexandria.....	1	Alexandria.....	1	Flour, crackers, beef, peas, corn, R. O. staves.....	16,000 00	1	Ballast.....
			1	Cuba.....	1	Flour, crackers, corn.....	13,000 00	do.....
	1	Boston.....	1	1	Ice and iced provisions.....	11,500 00	1do.....
	1	Philadelphia.....	1	Trinidad.....	1	Meal, flour, pork, butter, peas, corn, tobacco, P. P. lumber.....	1,200 00	1do.....
	3	New York.....	2	Trinidad.....	1	Flour, bread, crackers, pork, butter, peas, corn, tobacco, candles.....	7,500 00	1	Part inward, viz: flour, pork, bread, crackers, butter, lard, peas.....	6,500 00
			1	Porto Rico.....	1	42 horses, 62 mules, meal, flour, pork, peas, candles, cheese, pails, tobacco, onions, shoofs.....	9,000 00	1	Part inward, viz: flour, pork, 46 mules, 13 horses, tobac- co, pails, cheese, onions, shoofs.....	14,500 00
	1	Baltimore.....	1	Baltimore.....	1	Flour, meal, oil, meal, but- ter, lard, candles, shoofs.....	28,000 00	1	Part inward, viz: flour, meal, lard, butter, candles, shoofs	14,500 00
		1	Baltimore.....	1	21 horses, flour, meal, butter, corn, bran.....	11,000 00	1	138 hogsheads, 25 tierces, and 148 barrels, Barbadoes, and 5 hogsheads, 3 tierces, and 8 barrels, Tobago sugars; 243 punchcons molasses....	9,000 00	
						18,000 00			20,000 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		Where from.	CLEARED.		INWARD.		OUTWARD.		Value.
	No. of Vessels.	Where for.		No. of Vessels.	Description.	No. of Vessels.	Description.			
GREAT BRITAIN. BARBADOES. Wm. E. Hughes. Quarter ending March 31, 1857—Continued.	1	Baltimore.....	1	Trinidad.....	1	Flour, meal, corn.....	\$7,000 00	1	Part inward, viz: flour, meal, corn.....	\$5,000 00
	3	Plymouth.....	1	Martinique.....	1	R. O. staves, Cy. shingles, tar.	2,000 00	1	Part inward, viz: staves, tar.	1,600 00
			1	Edenton.....	1	Cy. shingles, R. O. staves ..	2,200 00	1	Ballast.....	
			1	Plymouth.....	1do.....do.....	3,000 00	1do.....	
	2	Jacksonville...	1	Cuba.....	1	P. P. lumber.....	3,700 00	1do.....	
			1	St. Thomas.....	1do.....	3,500 00	1do.....	
	2	Georgetown.....	1	Georgetown.....	1do.....	2,200 00	do.....	
			1	St. Thomas.....	1do.....	2,300 00	do.....	
	1	Elizabeth City...	1	Martinique ...	1	Cy. shingles, staves, and tar..	2,500 00	1	Part of inward, viz: R. O. staves, tar.....	1,540 00
	1	On whaling cruise	1	On whaling cruise	1	70 barrels sperm oil.....	3,500 00	1	Ballast.....	
	2	Norfolk.....	1	Philadelphia....	1	R. O. staves, W. O. heading, W. O. staves, shooks, lum- ber, cy. shingles, peas, tar..		1	200 hogsheds, 1 tierce, 110 barrels, sugar, 49 puncheons molasses, 111 tins ar- rowroot.....	28,000 00
	1	Philadelphia.....	1	St. Thomas.....	1	R. O. staves.....	3,000 00	1	Ballast.....	
			1	Maracaibo.....	1	Meal, flour, bread, crackers, candles, corn, butter, lard, cheese, snuff, tobacco, tongues, turpentine... ..		1	Inward cargo for Maracaibo not given.....	
	1	Trinidad.....	1	New Haven.....	1	58 hogsheds of sugar for New Haven, and 5 hog- heads tobacco for barbadoes.	17,000 00		118 hogsheds, 26 tierces, 59 barrels sugar, 522 punch- cons molasses, 190 hides, 180 skins, 18 hogsheds of sugar.....	
	1	Demarara.....	1	Philadelphia....	1	Flour, corn.....	3,350 00	1	Sugar.....	
	30	30	30	322,500 00	30	161,590 00
Quarter ending June 30.	1	Plymouth.....	1	St. Vincent.....	1	Cypress shingles, cyp's staves, headings.....	2,500 00	1	Part inward, viz: cypress shingles, staves.....	550 00

Entered: 1 ship, 11 barques
brigs, 7 schooners.

40 *

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
GREAT BRITAIN. BARBADOES. Wm. E. Hughes. Quarter ending June 30, 1857—Continued.	8	Baltimore	1	New York	1	Flour, meal, butter, lard, can- dles, shoofs, corn, peas, oil-meal	\$8,500 00	1	96 hhds., 33 tcs., 192 bbls. Musavado sugar, 20 punch- eons molasses	\$20,000 00	
			2	Trinidad	1	Flour, meal, bread, butter, lard, corn	15,000 00	1	Part inward, viz: Flour, meal, bread, butter, corn		
			1		1	Flour, meal, crackers, bread, pork, cheese, lard, corn, oil- meal, hams, white pine	32,000 00	1	Part inward, viz: flour, pork, bread, lard, corn, cheese, hams, white pine	25,200 00	
			3	Baltimore	1	Flour, meal, corn, tobacco	13,000 00	1	188 hhds., 16 tcs. Barbadoes, and 5 hhds., 3 tcs. Tobago sugars, 70 punches. Barba- does, 18 punches. St. Lucia molasses ..	32,000 00	
					1	Flour, meal, corn, oil-meal, white pine shingles, oats	12,500 00	1	Sugar and molasses	23,600 00	
			1		1	Flour, meal, corn	18,000 00	1	185 hhds., 31 tcs., 50 bbls. sugar, 19 punc's Barbadoes, 21 punc's St. Lucia molasses	33,500 00	
			1	St. Thomas	1	Flour, meal, crackers, pork, bread, peas, corn, lard, but- ter	15,900 00	1	Ballast		
			1	Turk's Island ...	1	Flour, meal, crackers, pork, bread, corn, lard, butter, candles	13,600 00	1	...do		
	3	New Haven	2	Porto Rico	1	30 horses, 37 mules, meal, crackers, cheese, matches, oil-meal, shoofs, hoops	16,000 00	1	Part of inward cargo, viz: wood, hoops	65 00	
			1	Trinidad	1	11 horses, 33 mules, meal, flour, candles, cheese, oil- meal, matches, shoofs	15,500 00	1	Ballast		
					Flour, meal, candles, 27 horses, 40 mules, cheese, bread, oil-meal, tobacco, brooms, pails, hoops	17,500 00	1	Part of inward, viz: 28 mules, candles, tobacco, hoops Also 12 horses, 110 boxes candles, 115 punc's oil meal.	6,500 00 3,965 00		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		Cleared.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. BARBADOES. Wm. E. Hughes. Quarter ending June 30, 1857—Continued.	2	New Haven.....	2	New York	1	36 horses, 26 mules, flour, meal, crackers, bread, peas, corn, pork, lard, cheese, hams....	\$23,000 00	1	89 hhds., 26 trcs., 41 hbis. su- gar, 300 puncheons molas- ses, 538 hides, 263 skins....	\$33,000 00
			1		1	22 horses, pork, candles, hay, cheese, matches, oil-meal, pails, nails, shooks.	16,500 00	1	59 hhds., 7 trcs., 42 bbls. Bar- badoes, and 19 hhds. De- marara sugars, 505 punchs. molasses, 43,000 lbs. old metals	42,000 00
	2	Alexandria.....	1	St. Thomas.....	1	Flour, crackers, tobacco, beans	12,000 00	2	.....	.....
	3	Philadelphia....	1	Alexandria.....	1	Flour, crackers, corn.....	11,500 00	1	Ballast .....	.....
			1	St. Thomas.....	1	Flour, meal, corn, butter, lard, cheese, tobacco, oil-meal...	11,500 00	1	...do.....	.....
			1	Porto Rico.....	1	Meal, flour, pork, beef, hams, tongues, butter, candles, herrings, tobacco, corn, oil- meal, nails, rope.....	20,000 00	1	...do.....	.....
			1	St. Kitts.....	1	Flour, crackers, beef, bread, butter, tobacco, naval stores, and cargo for St. Kitts.....	12,000 00	1	Ballast.....	.....
	1	Washington, N.C.	1	Porto Rico	1	Shingles, red oak staves ...	3,280 00	1	Sugars, brandy, (1 case,) old metals, 82 tons of iron	4,200 00
	1	Eastport, Me....	1	St. Kitt's	1	White pine lumber, shingles, spars.....	1,850 00	1	33 hogsheds, 24 tierces, 40 barrels Barbadoes, and 5 hogsheds, 7 tierces, 71 bar- rels Tobago sugars, 290 pun- cheons and 41 barrels molas- ses, old metals.....	25,000 00
	2	New York.....	2	New York.....	1	29 horses, 18 mules, flour, meal, bread, pork, candles, lard, tea, oil, meal, shooks, 2 hogsheds blocks, and sundries	24,500 00	1	225 hogsheds, 91 tierces, 363 barrels of sugar, 64 pun- cheons molasses.....	53,000 00
				1	Pork, beef, lard, hams, oar- dies, tobacco, pails, brooms, 300 reams paper, meal, bread, crackers, flour, white pine, 56 bales hay.....	28,000 00				

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

315

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		Where for.	INWARD.		Description.	Value.			
	No. of vessels.	Where from.		No. of vessels.	Description.				No. of vessels.	Description.
GREAT BRITAIN. BARBADOS. Wm. E. Hughes. Quarter ending June 30, 1857—Continued.	3	New York	1	New York.....	1	Flour, meal, bread, candles, peas, butter, lard, oil-meal..	1	36 bbls. sugar, 15 puncheons of molasses, 15 puncheons of rum, horns, old metals	\$7,100 00	\$7,000 00
			2	Trinidad	1	Flour, meal, pork, beef, bread, lard, matches, pails, oil- meal, 15 bales hay	1	Part of inward, viz: flour, pork, beef, lard, bread, oil- meal	13,000 00	7,600 00
					1	22 horses, 18 mules, meal, pork, flour, bread, candles, cheese, lard, oil-meal, shooks	1	Part of inward, viz: 18 mules, meal, pork, flour, bread, candles, cheese, lard, oil- meal, shooks	15,000 00	12,000 00
	1	Wilmington.....	1	St. Thomas	1	Pitch pine lumber, staves, naval stores	1	Ballast	2,100 00
	1	Norfolk	1	Porto Rico.....	1	Red oak staves.....	1	do.....	3,000 00
	1	Calais, Me.....	1	Turk's Island...	1	White pine lumber, shingles ..	1	do.....	4,600 00
	1	Boston.....	1	Boston	1	Ice, merchandise, 630 boxes candles	1	Sugar, molasses, hides, skins, arrowroot, old metal.....	3,750 00	46,000 00
	1	Searsport.....	1	St. Thomas	1	White pine lumber.....	1	Ballast	1,850 00
	1	Bucksport	1	do.....	1	do.....	1	do.....	3,500 00
	1	Elizabeth City...	1	do.....	1	Shingles.....	1	do.....	2,800 00
	1	St. Stephen's....	1	do.....	1	White pine shingles, 470 cars and 170 sweepers	1	do.....	4,750 00
	1	Liverpool	1	1	White pine lumber, shingles, spars	1	do.....	2,900 00
	1	Antigua	1	St. Thomas	1	Meal, crackers, candles, to- bacco, 11 bales hay	1	do.....	4,200 00
	36	36	36	412,680 00	380,570 00
	Quarter ending Sept. 30.	1	New York	1	Turk's island....	1	Corn meal, flour, oil, meal, bread, crackers, pork, peas, candles, cheese, matches, snuff, herrings, syrup, brooms, buckets, vinegar, brandy, shooks and sundries.	1	15 cases gin, 1 puncheon rum, and ballast	225 00

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.		Value.
GREAT BRITAIN. BARBADOES, Wm. E. Hughes. Quarter ending Sept. 30, 1857—Continued.	1	St. Stephens.....	1	Turk's Island.....	1	White pine lumber, 115 M feet; shingles, 550 M; smoked herrings, 100 boxes.	\$4,120 00	1	.....	.....
	1	St. Stephens.....	1	Montserrat.....	1	White pine lumber, 110,000 feet; shingles, 940,000.....	4,715 00	1	White pine lumber, 70,000 feet; shingles, 300,000.....	\$2,320 00
	3	Baltimore.....	1	Baltimore.....	1	Meal, flour, corn.....	11,500 00	1	Ballast.....	.....
			1	St. Thomas.....	1	Flour, meal, hams, corn, peas, butter, lard.....	13,500 00	1	.....do.....	.....
			1	Sonbrero.....	1	Flour, meal, pork, crackers, corn, bran, rice, butter, lard, candles, cheese, hams, matches, oil, meal.....	10,300 00	1	.....do.....	.....
	2	Philadelphia.....	1	Jamaica.....	1	Flour, meal, crackers, bread, vinegar, pork, beef, butter, lard, peas, tobacco, 6 hogs- heads white pine staves, sundries.....	11,700 00	1	Pork, flour, beef, soap, oil, meal, tobacco, vinegar, na- val stores, cheese, oats, and furniture, (part inward cargo).....	9,200 00
			1	Trinidad.....	1	Flour, crackers, pork, meal, vinegar, naval stores, beef, oil, meal, corn, oats, 5 hogs- heads and 12 boxes tobacco, soap, cheese, furniture.....	16,000 00 224 00	1	Molasses, 553 puncheons and 16 barrels; arrowroot, 100 tons; 1 case cigars.....	33,000 00
	1	Berbice.....	1	New York.....	1	Wood, 28 cords.....	6,000 00	1	Gourds, aloes, hides, skins, old metal, and part inward cargo.....	3,000 00
	1	Boston.....	1	Trinidad.....	1	Ice and ice provisions, pork, butter, hams, oil, meal, agri- cultural implements, and cargo for Trinidad.....	5,310 00	1	Ballast.....	.....
	1	Calais.....	1	Turk's Island.....	1	White pine lumber, 90,000 ft., shingles, 1,200,000.....	3,045 00	1	.....	.....
1	St. George.....	1	St. Thomas.....	1	White pine lumber, 126,000 feet; laths, 41,000.....					

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN. BARBADOES. <i>William E. Hughes.</i> Quarter ending Sept. 30, 1857—Continued.	1	Alexandria.....	1	St. Thomas.....	1	Flour, 889 barrels; crackers, 637 barrels; bread, corn, peas; tobacco, 3 hogheads and 12 boxes; staves, 16,000.		1	Ballast.....	
	1	Jacksonville.....	1	.....do.....	1	Pitch pine lumber, 135,000 ft., shingles, 31,000.....	\$14,750 00	1	.....do.....	
	1	Demarara.....	1	New York.....	1	Corn meal, and cargo for New York	4,650 00	1	Inward cargo.....	
	28	.....	28	.....	28	.....	1,920 00		.....
		.....		.....		.....	262,479 00	28	.....	\$78,635 00
PORT OF SPAIN, (TRIN- IDAD.) <i>E. B. Mareché.</i> Quarter ending Dec. 31, 1856.	2	Philadelphia.....	1	Bonair.....	1	Provisions	20,362 00	1	Ballast.....	
	3	New York.....	1	Turk's Island ..	1	.....do.....	16,898 00	1	.....do.....	
			1	New Haven.....	1	Provisions and mules.....	8,954 00	1	Cocoa, 118 bags.....	2,084 00
			1	Bonair.....	1	.....do.....	9,222 00	1	Ballast.....	
			1	Barbadoes	1	.....do.....	21,730 00	1	Sugar, 75 barrels.....	
	2	Boston.....	2	St. Domingo.....	1	.....do.....	5,916 00	1	Ballast	930 00
			1	.....	1	Ice, 230 tons.....	6,900 00	1	.....do.....	
	1	Wilmington.....	1	Wilmington	1	Pitch pine lumber, 148,000 feet. Provisions.....	4,148 00	1	.....do.....	
	7	New Haven.....	1	New York.....	2	Provisions.....	9,060 00	1	.....do.....	
			6	New Haven.....	2	Provisions and mules.....	20,025 00	2	Sugar and cocoa.....	9,675 00
					1	.....do.....	8,775 00	1	Ballast	150 00
			2		2	.....do.....	17,950 00	1	Old copper, &c.....	13,110 00
					1	.....	.....	1	Cocoa, 525 bags.....	
	10	.....	5	St. Thomas.....	5	Provisions.....	61,502 00	5	Ballast	
			1	San Blas.....	1	.....do.....	8,907 00	1	.....
			2	Curacao.....	2	.....do.....	27,597 00	2	.....
			2	Atakapas	2	.....do.....	19,283 00	2	.....
	25	.....	25	.....	25	.....	267,129 00	25	.....	25,950 00

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.			CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.						
	ENTERED.		CLEARED.	INWARD.		OUTWARD.							
	No. of Vessels.	Where from.		No. of Vessels.	Description.			Value.	No. of Vessels.	Description.	Value.		
GREAT BRITAIN. PORT OF SPAIN, (TRINI- DAD.) E. B. Marche. Quarter ending Mar. 31, 1857.	2	Baltimore.....	8	St. Thomas.....	2	Provisions.....	2	Provisions.....	\$19,556 00	8	Ballast.....	Entered: 1 ship, 9 barques, 13 brigs, 9 schooners. Cleared: 1 ship, 9 barques, 12 brigs, 9 schooners, 1 in port. Aggregate tonnage entered: 6,433 tons. In port at close of the quarter: 1 brig.
	3	Norfolk.....			3	Staves, shingles, and shooks...	3	Staves, shingles, and shooks...	11,019 00				
	1	Georgetown.....			1	Pitch pine lumber, 120 M....	2	Pitch pine lumber, 120 M....	2,976 00				
	1	Wilmington.....			1	Pitch pine lumber, 139 M....	3	Pitch pine lumber, 139 M....	3,336 00				
	1	Philadelphia.....			1	Provisions.....	13	Provisions.....	13,268 00				
	2	Georgetown.....			2	Lumber and staves.....	5	Lumber and staves.....	5,110 00				
	1	Philadelphia.....			1	Shooks, 1,800.....	2	Shooks, 1,800.....	2,700 00				
	4	New Haven.....			4	Mules and provisions.....	65	Mules and provisions.....	65,708 00				
	2	New York.....			2	Mules and shooks.....	29	Mules and shooks.....	29,660 00				
	1	New Haven.....			1	Mules and staves.....	14	Mules and staves.....	14,900 00				
Quarter ending June 30.	1	Norfolk.....	4	New York.....	1	Shooks and staves.....	5	Shooks and staves.....	5,870 00	6	Ballast.....	Entered: 1 ship, 9 barques, 13 brigs, 9 schooners. Cleared: 1 ship, 9 barques, 12 brigs, 9 schooners, 1 in port. Aggregate tonnage entered: 6,433 tons. In port at close of the quarter: 1 brig.
	1	Baltimore.....			1	Provisions.....	11	Provisions.....	11,880 00				
	1	Jack-sonville.....			1	Pitch pine lumber, 100 M....	2	Pitch pine lumber, 100 M....	2,400 00				
	1	Philadelphia.....			1	Provisions.....	6	Provisions.....	6,916 00				
	1	Barbadoes.....			1	Ballast.....	Ballast.....				
	1	Bermuda.....			1	Ballast.....	9	Ballast.....	9,480 00				
	1	Barbadoes.....			1	Rice, 2,230 bags.....	2	Rice, 2,230 bags.....	2,430 00				
	1	Elizabeth City....			1	Staves and shooks.....	2	Staves and shooks.....	2,808 00				
	1	Wilmington.....			1	Pitch pine lumber, 117 M....	10	Pitch pine lumber, 117 M....	10,614 00				
	1	Boston.....			1	Ice, &c., 330 tons.....	1	Ice, &c., 330 tons.....	1,080 00				
Quarter ending June 30.	1	St. Mary's.....	1	Baltimore.....	1	Pitch pine lumber, 70 M....	2	Pitch pine lumber, 70 M....	2,834 00	1	Ballast.....	Entered: 1 ship, 9 barques, 13 brigs, 9 schooners. Cleared: 1 ship, 9 barques, 12 brigs, 9 schooners, 1 in port. Aggregate tonnage entered: 6,433 tons. In port at close of the quarter: 1 brig.
	1	Edgartown.....			1	Not reported.....	Not reported.....				
	1	Whaling.....			1	Provisions.....	15	Provisions.....	15,600 00				
	1	Baltimore.....			1	Provisions.....	240	Provisions.....	240,743 00				
	32			32	8	8,905 00				
	1	Baltimore.....			1	Provisions.....	5	Provisions.....	5,120 00				
	1			1	do.....	13	do.....	13,070 00				
	1			1	do.....	18	do.....	18,500 00				
	1			1	do.....	10	do.....	10,500 00				
	1	Porto Rico.....			1	Porto Rico.....	10	Porto Rico.....	10,500 00				

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		CLEARED.	INWARD.		OUTWARD.		Value.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	Description.			No. of Vessels.	
GREAT BRITAIN. PORT OF SPAIN, (TRIN- IDAD.) <i>E. B. Mareche.</i> Quarter ending June 30, 1857—Continued.	5	Baltimore	2	New York.....	1	Provisions.....	\$12,100 00	1	Sugar, molasses, and cocoa...	\$12,890 00	
					1	....do	12,860 00	1	Sugar and molasses.....	18,245 00	
			1	Testigos, Ven'a..	1	....do	15,100 00	1	Ballast.....		
			1	Porto Cabello....	1	....do	13,400 00	1	....do		
			1	St. Thomas	1	....do	5,360 00	1	....do		
	1	Not given.....	1	Not given.....	1	Not given.....		1	Sugar and molasses	19,358 00	
	2	New Haven.....	1	Porto Rico.....	1	Mules and provisions.....	10,250 00	1	Ballast.....		
			1	New York	1	....do	12,470 00	1	Sugar and molasses.....	19,243 00	
	1	Philadelphia.....	1	Porto Rico.....	1	Provisions	10,433 00	1	Molasses	1,220 00	
	1	Grenada.....	1	New York.....	1	Ballast		1	Sugar and molasses.....	13,612 00	
Quarter ending Sept. 30.	3	New York.....	2	New York.....	1	Provisions.....	8,000 00	1	....do	13,500 00	
			1	Porto Rico.....	1	....do	17,508 00	1	....do	32,246 00	
			1	Georgetown, D.C.	1	Pitch pine lumber	8,590 00	1	Ballast.....		
	1	Berbee.....	1	Baltimore	1	Ballast.....	3,300 00	1	Sugar and molasses.....	24,816 00	
	1	Elizabeth City...	1	New York	1	Shingles	2,935 00	1	....do	32,659 00	
	1	New Orleans....	1	London	1	Provisions.....	27,190 00	1	Ballast		
	40	Omitted	39	Omitted	39	Not given in return.....		39	Sugar and molasses.....	85,756 00	
									Not given in return.....		
	62		62				215,591 00	62		353,178 00	
Quarter ending Dec. 31, 1856.		No return.....								No return.	
INAGUA, (BAHAMAS.) <i>D. Sargeant.</i> Quarter ending Dec. 31, 1856.		No return.....									No return.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

321

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
REAT BRITAIN. INAGUA, (BAHAMAS.) <i>D. Sergeant.</i> Quarter ending Mar. 31, 1857.	1	T. Islands	1	Trading voyage ..	1	Provisions	\$7,000 00	1	Provisions same as inward....	\$6,000 00	Entered: 1 brig, 2 schooners. Cleared: 1 brig, 1 schooner, 1 schooner to-t. Aggregate tonnage entered: 232; 1 vessel tonnage not reported.
	1	P. Plat.....	1	.....	1	Logwood and hides, wrecked at Little Inagua; vessel totally lost.....	.....	1	.....	.....
	1	Not reported.....	1	Touched to pro- cure medical aid; all hands sick.....	1	.....	.....	1	.....	.....
	3	.....	3	.....	3	.....	7,000 00	3	.....	6,000 00
	1	Touched at port ..	1	.....	1	Not reported.....	.....	1	Inward cargo.....	.....
Quarter ending June 30.	1	Wrecked on voy- age from St. Domingo	1	Wrecked	1	Mahogany and hides, (brought in by wreckers).....	1,714 00	1	Wreck	Entered: 1 schooner. Cleared: 1 schooner. Aggregate tonnage entered: 105 tons. One schooner from St. Domingo for New York wrecked, and cargo brought into port by wreckers.
	2	.....	2	.....	2	.....	1,714 00	2	.....	.....
	1	Philadelphia.....	1	St. Jago, (wr'kd).	1	Glass, provisions, lumber, machinery, &c.....	7,060 00	1	.....	.....
Quarter ending Sept. 30.	1	Port-au-Prince...	1	Boston, (in dist'ss)	1	1	Entered: 2 brigs, 1 schooner. Cleared: 2 brigs, 1 schooner. Aggregate tonnage entered, (1 brig and 1 schooner:) 261 tons.
	1	In distress.....	1	.....	1	.....	.....	1	.....	.....
	1	For supplies.....	1	.....	1	.....	.....	1	.....	.....
	4	.....	4	.....	4	.....	7,060 00	4	.....	.....
	7	New York.....	3	St. Thomas.....	19	General	224,500 00	4	General, (port of inward)....	37,000 00	
ANTIGUA. <i>R. S. Hignitham.</i> Quarter ending Dec. 31, 1856.	6	Baltimore	2	Baltimore	1	Lumber and flour.....	15,000 00	1	Old iron.....	750 00	Entered: 1 barque, 6 brigs, 11 schooners, 6 brigantines. Cleared: 1 barque, 8 schooners, 6 brigs, 3 brigantines; 3 schoo- ners and 3 brigantines in port.
	7	Philadelphia.....	3	Jamaica.....	1	General and lumber.....	3,000 00	13	Ballast .....	.....
	1	Georgetown, S. C	2	St. Kitts.....	1	Lumber, corn and shingles...	1,500 00	6	In port .....	.....
	1	Newbern	2	St. Domingo.....	1	Lumber and shingles.....	2,000 00	.....	.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED. Vessels.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	Description.		Value.
GREAT BRITAIN.									
ANTIGUA.									
R. S. <i>Higginbotham</i> .									
Quarter ending Dec. 31, 1856—Continued.	1	Norfolk.....	2	Havti	1	General and staves.....			
	1	St. John's, N. B.	1	Porto Rico.....					
			1	Florida					
	1	Port-au-Prince	1	Turk's Island....					
	6	In port.....	6						
	24		24						
Quarter ending March 31, 1857.	6	Norfolk	6	St. Thomas	6	Lumber, shingles, and red oak staves.....			
	2	Baltimore	2	.....do.....	2	General cargo.....	11,000 00		
	2	Wilmington	2	.....do.....	2	Lumber and shingles.....	25,000 00		
	1	Jacksonville.....	1	.....do.....	1	Lumber	4,000 00		
	2	Newbern.....	1	St. Martin's	1	Staves and lumber	1,200 00		
	1	Darien	1	New York.....	1	.....do.....	1,000 00		
	1	Philadelphia.....	1	Philadelphia.....	1	Pitch pine lumber.....	1,000 00		
	1	Dominica	1	Baltimore	1	Ballast.....	1,200 00		
	15		15						
Quarter ending June 30.	2	New York	1	St. Thomas	1	General cargo.....	40,600 00		
	4	Philadelphia.....	1	St. Baris	1	.....do.....	8,000 00		
			1	do.....	1	.....do.....	10,000 00		
			1	New York	1	.....do.....	12,000 00		
			2	Philadelphia.....	2	.....do.....	15,000 00		
	1	Baltimore	1	Dominica.....	1	.....do.....	30,000 00		
	1	Cherrystone, Va.	1	New York.....	1	Corn and oats	12,900 00		
	1	New Haven	1	New Haven	1	Horses, mules, &c.....	3,000 00		
	9		9				20,000 00		
							110,000 00		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
GREAT BRITAIN.											
ANTIGUA.											
<i>R. S. Hignibotham.</i> Quarter ending Sept. 30, 1857.	No return.										No return.
ST. CHRISTOPHER.											
<i>William T. Thurston.</i> Quarter ending Dec. 31, 1856.	4 New York..... 3 Barbadoes..... 2 Nevis..... 3 Guadeloupe..... 1 Jacksonville..... 1 Dominica..... 1 Antigua..... 1 Martinique.....	2 Philadelphia..... 2 Washington, N. C. 1 Baltimore..... 1 Portland..... 1 Hayti..... 1 Cuba..... 1 Turk's Island..... 5 Other ports..... 1 New York..... 1 Wrecked.....	6 Provisions..... 3 Lumber..... 1 Old metal..... 6 Ballast.....	\$40,538 81 3,400 00 2,000 00	2 Provisions..... 3 Salt, 5,440 barrels..... 1 Sugar, 43 lbs and 107 bar- rels; iron, 130 tons..... 1 Old metals..... 1 Salt, molasses, and sugar..... 2 Molasses..... 4 Ballast..... 1 Wrecked.....	\$5,200 00 2,338 92 5,381 36 2,600 00 978 48 553 25 300 70	Entered: 1 ship, 1 barque, 6 brigs, 8 schooners. Cleared: 1 ship, 1 barque, 6 brigs, 7 schooners, and 1 schooner wrecked. Agg. tonnage entered: 3,171 15-95 tons.				
Quarter ending March 31, 1857.	16							45,938 81	16		17,552 01
Quarter ending March 31, 1857.	1 Plymouth, N. C..... 1 Granada..... 1 New York..... 1 Elizabeth City, N. C.....	1 Washington..... 1 New York..... 1 St. Thomas..... 1 do.....	1 Shingles and staves..... 1 Old metals..... 1 Provisions..... 1 Shingles and staves.....	1,100 00	1 Molasses, 35 puncheons..... 1 Salt, 220 barrels..... 1 Ballast..... 1 do.....	720 00 78 00	Entered: 4 schooners. Cleared: 4 schooners. Agg. tonnage entered: 452 89-95 tons.				
	4							11,300 00	4		798 00
EMILIA DELISLE.											
<i>Emilia Delisle.</i> Quarter ending June 30.	4 New York.....	1 Nevis..... 1 St. Thomas..... 2 St. Harts.....	1 Provisions, 1,100 bbls..... 1 Provisions, 600 bbls..... 2 Provisions, 1,960 bbls.....	8,000 00 5,200 00 16,000 00	1 Ballast..... 1 do..... 1 Old metal..... 1 Ballast..... 1 do..... 1 Old metal, 40 tons.....	Entered: 1 barque, 5 schooners, 2 brigantines. Cleared: 1 barque, 5 schooners, 2 brigantines. Agg. tonnage entered: 1,958 80-95 tons.					
	1 Antigua..... 1 Barbadoes.....	1 Washington..... 1 New Haven.....	1 Staves, 11 M..... 1 Old metal.....	275 00 2,000 00		500 00					

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		Value.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	
GREAT BRITAIN. ST. CHRISTOPHER. <i>Emiles Delisle.</i> Quarter ending June 30, 1857—Continued.	1	Boston ..	1	Nevis ..	1	Provisions, 1,400 bbls.....	\$8,000 00	1	Sugar and molasses		
	1	Philadelphia.....	1	Maracaibo.....	1	Provisions, 1,000 bbls.....	8,000 00	1	Ballast		
	8	.....	8	.....	8	.....	47,675 00	8	.....	\$1,250 00
	
Quarter ending Sept. 30.	1	Elizabeth City...	1	Elizabeth City...	1	Shingles, 10 M.	500 00	1	Ballast.....		
	1	New York.....	1	Georgetown	1	Provisions	8,500 00	1	Old iron, 25 tons.....	300 00	
	1	do.....	1	Cuba	1	do.....	5,000 00	1	do	300 00	
	2	Philadelphia.....	2	St. Bartholomew.....	2	do.....	24,000 00	2	Part of inward cargo	11,500 00	
.....	5	.....	5	.....	5	.....	38,000 00	5	.....	12,100 00
DEMERARA. <i>A. F. Colvix.</i> Quarter ending De- cember 31, 1856.	13	Baltimore.....	7	Baltimore.....	21	General merchandise, flour, beef, pork, &c.	Unknown.	14	Sugar, molasses, and old metal.....		
	3	Philadelphia.....	7	New York.	7	Staves.....	do.....	4	Ballast		
	6	Norfolk.....	1	Turk's Island.....	1	White pine lumber.....	do.....	1	Greenheart timber		
	5	New York.....	1	Nevis.....	1	.....	.....	1	Part of inward cargo	
	1	Boston	1	St. Domingo .....	.....	.....	.....	9	In port.....	
	1	Bangor	1	Spanish Main.....	.....	.....	.....	.....	.....
	.....	.....	1	St. Kitts .....	.....	.....	.....	.....	.....
	.....	.....	1	Jamaica .....	.....	.....	.....	.....	.....
.....	.....	9	In port .....	.....	.....	.....	.....	.....
.....	29	.....	29	.....	29	.....	.....	29	.....	
Quarter ending March 31, 1857.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending June 30.	1	St. Mary's	1	Cienfuegos	1	In port at commencement of the quarter .....	.....	1	Rice, 750 bags	
	4	New York.....	3	New York.....	3	General merchandise.....	.....	3	Sugar	
	.....	.....	1	St. Thomas	1	Ice .....	.....	1	Ballast	

Entered: 1 barque, 1 brig, and 3
schooners.Cleared: 1 barque, 1 brig, and 3
schooners.Agg'te tonnage entered: 673 45-95
tons.Entered: 2 ships, 7 barques, 10
brigs, 9 schooners, 1 barquentine.
Cleared: 1 ship, 6 barques, 6 brigs,
6 schooners, 1 barquentine; 9 in
port.Aggregate tonnage entered: 6,828
tons.

No return.

Entered: 1 ship, 5 barques, 6 brigs,
2 schooners.Cleared: 1 ship, 4 barques, 6 brigs,
2 schooners.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

GREAT BRITAIN.

325

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.		Description.	Value.
GREAT BRITAIN. DEMERARA. A. V. Colvin. Quarter ending June 30, 1857—Continued.	1	New York.....	1	Turk's Island....	1	General merchandise.....	1	Ballast.....	Aggregate tonnage entered: 3,934 tons. In port at close of the quarter: 1 barque, 1 brig.
	1	St. Mary's.....	1	St. Thomas.....	1	Pitch pine lumber.....	.....	1	..do.....	.....
	1	Jacksonville.....	1	..do.....	1	..do.....do.....	.....	1	..do.....	.....
	1	Wilmington.....	1	..do.....	1	..do.....do.....	.....	1	..do.....	.....
	1	Philadelphia.....	1	Philadelphia.....	1	General merchandise.....	.....	1	Sugar.....	.....
	1	Georgetown.....	1	Turk's Island....	1	Pitch pine lumber.....	.....	1	Ballast.....	.....
	1	Baltimore.....	1	Dominica.....	1	General merchandise.....	.....	1	..do.....	.....
	1	Wilmington.....	1	Trinidad.....	1	Pitch pine lumber.....	.....	1	..do.....	.....
	1	New York.....	1	In port.....	1	General merchandise.....	.....	1	In port.....	.....
	1	St. Mary's.....	1	..do.....	1	Pitch pine lumber.....	.....	1	..do.....	.....
15	.....	15	.....	15	.....	.....	15	.....	.....
Quarter ending Sept. 30.	1	New York.....	1	New York.....	1	General cargo.....	1	Sugar and old metal.....	Entered: 2 ships, 9 barques, 6 brigs. Cleared: 2 ships, 6 barques, 6 brigs. In port: 3 vessels. Aggregate tonnage entered: 3,530 tons.
	1	..do.....	1	..do.....	1	General merchandise.....	.....	1	..do.....do.....	.....
	1	..do.....	1	Turk's Island....	1	..do.....do.....	.....	2	Ballast.....	.....
	1	..do.....	1	New York.....	1	..do.....do.....	.....	1	Sugar.....	.....
	1	..do..... (in port)	1	..do.....do.....	1	..do.....do.....	.....	1	.....	.....
	1	St. Mary's.....	1	St. Thomas.....	1	Lumber.....	.....	1	Ballast.....	.....
	1	Philadelphia.....	1	Turk's Island....	1	General merchandise.....	.....	1	..do.....	.....
	1	..do.....	1	In port.....	1	..do.....do.....	.....	1	.....	.....
	1	Bangor.....	1	Turk's Island....	1	Lumber.....	.....	1	Ballast.....	.....
	1	Baltimore.....	1	..do.....	1	Staves.....	.....	1	..do.....	.....
1	..do.....	1	Baltimore.....	1	General merchandise.....	.....	1	..do.....	.....	
1	New Haven.....	1	Barbadoes.....	1	Horses.....	.....	1	Sugar and old metal.....	.....	
1	..do.....	1	..do.....	1	..do.....lumber.....	.....	1	Ballast.....	.....	
1	Boston.....	1	Gonaives.....	1	Ice and provisions.....	.....	1	..do.....	.....	
1	Norfolk.....	1	St. Thomas.....	1	Staves.....	.....	1	..do.....	.....	
1	..do.....	1	Gonaives.....	1	..do.....	.....	1	..do.....	.....	
1	..do.....	1	In port.....	1	..do.....	.....	1	..do.....	.....	
17	.....	17	.....	17	.....	.....	17	.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		Where for.	INWARD.		OUTWARD.		Value.	
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.			Description.
FRANCE. HAVRE. W. H. Vesey. Quarter ending Dec. 31, 1886.	18	New York	21	New York	8	Cotton, 23,945 bales	34	Dry goods, wines, &c.	Entered: 49 ships, 4 barques, 4 steamers, and 9 ships and 2 barques in port..... Cleared: 32 ships, 5 barques, 3 steamers, and 25 ships, 1 barque, 1 sold. Aggregate tonnage entered: 57,944 18-95 tons.
	14	New Orleans ...	17	New Orleans ...	8	Wheat, staves, tobacco, rosin; cotton, 17,575 bales	6	Ballast.....	
	5	London	1	Cronstadt	6	Wheat, cotton, staves, rosin, and flour, 10,324 bbls	28	In port	
	3	Charleston.....	1	In port.....	5	Wheat, flour, and cotton, 16 bales			
	3	Mobile	28		5	Guano			
	2	Ireland.....			4	Cotton, 3,803 lbs.; wheat, 4,805 bushels; flour, 4,375 lbs.; specie and Indian corn			
	2	Baltimore			4	Cotton, rosin, and wheat, 28,442 bags.....			
	2	Richmond.....			2	Bark and tobacco, 2,057 blds.			
	2	Callao.....			2	Rice and cotton, 4,290 bales ..			
	1	Batavia			2	Wheat and specie.....			
	1	Constantinople...			1	Cane and rice, 8,428 bags			
	1	Marseilles....			1	Lumber			
	3	Other ports.....			1	Timber.....			
	11	In port.....			1	Government stores (returned)			
	Quarter ending March 31, 1887.	68		68		1	Ammunition and stores, &c.		
39		New Orleans	29	New Orleans	1	Quercitron and tobacco, 1,341 blds.....			
9		New York.....	23	New York.....	5	Ballast			
12		Mobile	1	Mobile.....	11	In port			
4		Charleston	3	Charleston	68		68		

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
FRANCE. HAVRE. W. H. Vesey, Quarter ending March 31, 1857—Continued.	3	Galveston	8	England	1	Cotton, 595 bales, and flour	the interior of France, Ger- many, Switzerland, and Belgium	Cleared: 68 ships, 6 barques, 2 steamers; 1 ship sold, and 21 ships, 1 barque, and 1 steamer in port. Agg. tonnage entered: 68,880 29-95 tons.
	3	Chiriquis	6	Cardif	1	Cotton, 2,154 bales; staves and alcohol	
	2	Savannah	1	Savannah	1	Cotton, 2,350 bales; staves and tobacco	
	1	Callao	1	Boston	2	Cotton, 3,620 bales; wheat, lard, hides, &c.	
	27	In port	1	Rio de Janeiro	10	Cotton, 18,560 bales; wheat, flour, staves, &c.	
	1	Buenos Ayres	7	Cotton, 11,462; rosin, ashes, lard, tobacco, rice, &c.	
	1	Gulf of Mexico	2	Specie and flour, 2,700 bbls.	
	1	United States	1	Guano, 2,000 tons	
	1	Sold	3	Guano	
	100	27	In port	
Quarter ending June 30, 1857.	12	New York	22	New York	Cotton, 114,374 bales	Wines, dry goods, burr stones, paper hangings, clothes, and miscellaneous articles of al- most every description, of which it is impossible to give a more accurate state- ment as regards either quan- tity or value, the greater part arriving from the interior of France, as well as from Ger- many, Switzerland, Belgi- um, &c., where alone their description and value can be obtained. The principal part of the goods shipped to the	Entered: 58 ships, 2 barques, 4 steamers. Cleared: 40 ships, 2 barques, 4 steamers; in port, 18 ships. Agg. tonnage entered: 64,395 42-95 tons.
	30	New Orleans	3	New Orleans	Wheat, 18,994 bags	
	11	Mobile	21	Ports in England	Corn, 26,173 bags	
	3	Charleston	18	In port	Rice, 450 tierces	
	2	Baltimore	Flour, 20,885 bbls.	
	6	Callao	Lard, 522 bbls	
	Provisions, 211 casks	
	Whalebone, 1,970 packages	
	Bark, 1,153 casks	
	Quercitron, 61 hlds	

Quarter ending June
30, 1857.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Vessels.	Description.	Value.*	No. of Vessels.		Description.	Value.
FRANCE. HAVRE. <i>W. H Vesey.</i> Quarter ending June 30, 1857—Continued.	Hops, 35 bales.....	.....	.....	United States are for American account, and in such cases no consular certificate to invoices is required..... In port..... ..... ..... ..... ..... ..... ..... ..... .....	.....
	Guano, 3 cargoes.....	.....	.....		.....
	Guano, 3, 110 tons.....	.....	.....		.....
	India rubber, 308 cases.....	.....	.....		.....
	Moss, 35 bales.....	.....	.....		.....
	Hides, 3, 253 loose, and 4, 465 in packages.....	.....	.....		.....
	Copper, 1, 200 pigs.....	.....	.....		.....
	Copper, 690 casks.....	.....	.....		.....
	64	64	64	64	

Quarter ending Sept. 30.	18	In port.....	18	New York.....	18	In port.....	.....	.....	Entered: 30 ships, 9 steamers, 1 barque; 18 in port. Cleared: 35 ships, 8 steamers, 1 barque; 14 still in port. Aggregate tonnage entered: 48,151 66-95 tons.	.....
	New Orleans.....	6	.....do.....do.....	.....	.....		.....
	Boston.....	1	.....do.....do.....	.....	.....		.....
	Cardiff.....	3	Ballast.....	.....	.....		.....
	15	New York.....	15	New York.....	12	Cotton, 11,657 bales; wheat, flour, rice, hides, whalebone, alcohol, specie, &c.....	.....	.....		.....
	1	Wheat, specie.....	.....	.....		.....
	2	Cotton, 409 bales; wheat, ashes, copper, specie... ..	.....	.....		.....
	2	Cotton, 4,594 bales; hides, specie.....	.....	.....		.....
	14	New Orleans....	2	New York.....	2	Cotton, 3,685 bales, hides and staves....	.....	.....		.....
	2	New Orleans....	2	Cotton, 1,861 bales.....	.....	.....		.....
	1	Charleston.....	1	.....do.....	.....	.....	.....	.....
	1	.....do.....	1	.....do.....	.....	.....	.....	.....
	1	Cardiff.....	1	Staves, 72,000; hides.....	.....	.....	.....	.....

* Consul's Note.—It is not practicable to give the value of the cargoes of vessels arriving here. No manifests are presented at this office; but such as I have procured for examination exhibit no statement of value. This information can be had only at the custom-houses in the United States, where a proximate valuation is recorded.

42 *

CONSULAR NOTE.—In regard to values of imports, the United States consul at Havre advises the Department of State that "scarcely any manifests are presented at this office; but such as have been examined exhibit no statement of valuation; and, as respects the values of exports, it is equally impossible to give an accurate statement either of quantity or value, the greater part arriving from the interior of France, as well as from Germany, Switzerland, Belgium, &c., where alone their description and values can be obtained. Besides, the principal part of the goods shipped to the United States are for American account, and in such cases no consular certificate to invoices is required."

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSEL.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	No. of Vessels.	Entered.	Cleared.	INWARD.		OUTWARD.					
				No. of Vessels.	Description.	Value.	Description.		Value.		
FRANCE. MARSEILLES. George W. Morgan Quarter ending June 30, 1937.—Continued.	1		Where from.	No. of Vessels.	Description.	Value.	Description.	Value.			
	1		Gibraltar.....	1	New York.....	1	Wheat, 4,023 sacks; flour, 320 barrels; pineapples, 200 sacks.	\$28,647 43	1	Lead, 2,390 pigs; madder, 135 casks; cream of tartar, 31 casks.....	\$78,920 16
	4		New Orleans....	1	Boston.....	1	Flour, 3,405 barrels; wheat, 4,149 sacks; lard, 25 cases.	46,013 62	1	Oil, 1,500 cases; lead, 2,170 pigs; tarant, 25 cases....	89,935 75
			New Orleans...	1	New Orleans...	1	Flour, 400 barrels; tobacco, 323 lbs; cotton, 117 bales.	46,546 01	1	Provisions, 942 cases; oil, 1,515 baskets; wine, 820 casks and 745 cases; ver mouth, 395 cases.....	25,029 69
			Loughorn.....	1	Loughorn.....	1	Flour, 1,495 barrels; wheat, 2,100 bushels; cotton, 206 bales; staves, 8,000....	131,951 09	1	Ballast.....	.....
			St. Ily.....	1	St. Ily.....	1	Flour, 18,476 barrels; wheat, 7,433 bushels; cotton, 259 bales; staves, 4,030.....	43,212 56	1	Ballast.....	.....
	1		Valencia.....	1	Menton.....	1	Ballast.....	.....	1	Ballast.....	.....
	3		Boston.....	1	Boston.....	1	Rum, 100 barrels; alcohol, 60 barrels; logwood, 128 tons	4,987 50	1	Lead, 1,100 pigs; oil, 2,100 cases; almonds, 100 bales; walnuts, 100 bales; cream of tartar, 135 cases....	52,900 00
			St. Ily.....	1	St. Ily.....	1	Logwood, 232 tons.....	4,350 00	1	Ballast.....	.....
			Memphis.....	1	Memphis.....	1	Coffee, 210 sacks; spirits, 900 barrels; resin, 500 barrels; beef, 90 barrels; logwood, 65,000 lbs.....	22,953 75	1	Sulphur, 80,000 lbs; lead, 835 pigs; oil, 61 barrels; wine, 13 cases; portraits, 2 cases	.....
	1		New York.....	1	Palermo.....	1	Flour, 1,080 barrels; beef, 100 barrels; alcohol, 300 bar- rels; resin, 500 barrels....	118,237 81	1	Ballast.....	.....
	1		St. Mary's.....	1	St. Mary's.....	1	Lumber, 151,639 feet.....	3,000 00	1	Ballast.....	.....
1		New York.....	1	New York.....	1	Wheat, 11,700 bushels; flour, 20 barrels; rum, 100 cases; staves, 4,800.....	24,347 50	1	Rum, 98 cases; slaves, 4,800.	2,250 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	No. of Vessels.	Where from.	No. of Vessels.	CLEARED.		INWARD.			OUTWARD.	
				Where for.	Description.	Value.	No. of Vessels.		Description.	Value.
FRANCE. MARSEILLES. <i>George W. Morgan.</i> Quarter ending June 30, 1857—Continued.	1	Barcelona	1	Baltimore.....	1	Ballast .....	.....	1	Soap, 1,000 cases; 1,000 bas- kets & 500 cases; almonds, 127 bales; sulphur, 150 bar- rels, &c.....	\$16,629 37
	1	New York	1	In port	1	Wheat, 1,208 sacks; flour, 500 barrels; alcohol, 447 bar- rels; lard, 25 cases.....	\$22,349 49	1	In port .....	.....
	20	.....	20	.....	.....	.....	625,510 77	20	.....	896,261 73
	2	Gibraltar	1	Palermo.....	1	Staves, coffee, rosin	6,939 31	1	Ballast.....	.....
Quarter ending Sept. 30.	4	New Orleans....	2	New York	2	Wheat, alcohol, spirits, &c....	36,863 12	1	Sold.....	.....
	2	Charlesston.....	1	Boston	2	Wheat, flour, staves, alcohol, wool.....	149,718 67	2	Lead, oil, wines, lemons, &c..	241,264 65
	4	New York	2	Boston	1	Alcohol, staves, cotton, &c....	50,998 68	1	Lead, soap, wool, wines, &c..	70,757 12
	1	Boston	1	Malaga.....	1	Staves, alcohol, bacon, &c....	35,631 56	1	Wines, macaroni, cheese, &c..	3,909 37
	1	Boston	1	Boston	1	Lumber, timber.....	7,113 75	1	Lead, wool, wine, corks, &c..	32,920 50
	2	New York	1	Sold.....	1	Timber	7,000 00	1	Sold.....	.....
	1	Almina.....	2	Smyrna.....	2	Staves, logwood, rosin, &c....	15,133 75	2	Ballast.....	.....
	1	New York	1	Almina.....	1	Tobacco, rum, staves	11,030 62	1	.....do.....	.....
	1	Malaga.....	1	New York.....	1	Wheat, flour, alcohol, &c....	56,580 66	1	Lead, soap, oil, wine, wool, &c..	106,305 12
	1	Bermuda	1	Malaga.....	1	Logwood, rosin, coffee, &c....	13,687 50	1	Ballast .....	.....
	4	Baltimore	1	New York	1	Flour, beef, rosin, &c.....	26,773 11	1	Lead, sulphur, soap, wool, &c..	41,398 56
	1	Cardiff	1	Messina.....	1	Staves and timber	6,937 50	1	Ballast .....	.....
	1	Havana.....	1	Leghorn.....	1	Coal.....	9,197 62	1	.....do.....	.....
	17	.....	17	New York	1	Sugar, segars, &c.....	122,406 00	1	Lead, soap, wood, madder, &c..	131,449 12
				17	.....	557,004 85	17	.....	627,904 44	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

FRANCE.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		No. of Vessels.	CLEARED.		No. of Vessels.	INWARD.		No. of Vessels.		OUTWARD.	
	Where from.			Where for.			Description.	Value.			Description.	Value.
FRANCE.												
NANTES.												
<i>Hypolite Roque.</i>												
Quarter ending Dec.	1	In port	1	Charleston.	1	In port.		1	Sardines and cocoa shells.	\$3,400 00		Entered: none; 1 ship and 1 brig
31, 1856.	1	do.	1	New York via La Rochelle.	1	do.		1	Ballast.			in port.
	2		2		2			2				Cleared: 1 ship, 1 brig.
										3,400 00		Aggregate tonnage entered: none
Quarter ending March	2	New York.	2	Havana.	2	Wheat, 63,317 bush.; staves, 15,200 ..	\$103,406 00	2	Ballast			Entered: 5 ships, 1 barque.
31, 1857.	1	New Orleans.	1	Newport.	1	Cotton, 1,476 bales; staves, 1,400 ..	80,112 00	1	do.			Cleared: 3 ships, 1 barque, and 2
	1	do.	1	Bordeaux.	1	Cotton, 1,388 bales; staves, 2,000 ..	75,190 00	1	do.			ships cleared, but still in port.
	2	Callao	2	In port.	2	Guano, 2,000 tons.	123,500 00	2	In port.			Aggregate tonnage entered: 3,595
	6		6		6		382,203 00	6				tons.
Quarter ending June	2	In port at com- mencement of the quarter.	1	New York.	2	In port at commencement of the quarter		1	Salt, 550 tons.	2,000 00		Entered: 1 ship, 1 barque; 2 in port.
30.	1	New Orleans	1	Philadelpia.				1	Salt, 1,000 tons	4,500 00		Cleared: 2 ships, 1 barque; 1 in port.
	1	Callao.	1	Newport.	1	Cotton, 1,315 bales	71,000 00	1	Ballast			Aggregate tonnage entered: 853
	4		4	Sold at Nantes.	1	Guano, 800 tons.	52,000 00	1	Sold to a French house.			tons.
					4		123,000 00	4		6,500 00		
Quarter ending Sept.	1	Charleston.	1	Cardiff.	1	Cotton and lumber.	16,500 00	1	Ballast			Entered: 2 ships, 1 barque.
30.	1	Callao.	1	In port	1	Guano, 1,200 tons.	78,000 00	1	In port			Cleared: 1 barque; 2 in port.
	1	do.	1	do.	1	Guano, 1,000 tons.	65,000 00	1	do.			Aggregate tonnage entered: 2,304
	3		3		3		159,500 00	3				tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

FRANCE.

337

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURN.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
FRANCE. BORDEAUX. Thos. Ewing M'yer, Quarter ending March 31, 1857—Continued.	1	Philadelphia....	1	Philadelphia.....	1	Wheat, 7,600 bushels; alcohol, 100 barrels.....	\$18,800 00	1	Wine, 47 casks and 740 cases; brandy, 610 casks; prunes, fruits in brandy, and cordials.....	\$32,200 00
	1	New Orleans....	1	New Orleans.....	1	Staves, 22,800.....	3,400 00	1	Wine, 1,093 casks and 2,251 cases; oil, 200 cases; brandy, 426 casks; sardines, mustard, &c.....	69,000 00
	1	New Orleans.....	1	Mobile.. ..	1	Wheat, 3,500 bushels; cotton, 250 bales; staves, 5,800...	92,972 00	1	Wine, 83 casks and 1,435 cases; brandy, 190 cases; fruits in brandy, and cordials.....	8,000 00
	1	New York.....	1	Havana.....	1	Wheat, 5,000 bushels; alcohol, 360 barrels; flour, 200 barrels; bacon and lard, 469 tierces; corn, 15,500 bushels	60,604 00	1	Bricks, 520 tons.....	5,000 00
	1	Calcutta.....	1	Cardiff.....	1	Rice, 12,478 bags.....	100,000 00	1	Ballast.....	.....
	1	Baltimore.....	1		1	Wheat, 26,000 bushels.....	52,000 00			
	1	Mobile.....	1		1	Cotton, 80 bales; lumber, 235,000 feet.....	108,800 00			
	1	Cebu.....	1		1	Guano, 850 tons.....	68,000 00			
	1	New York.....	1		1	Alcohol, 1,460 barrels; staves, 10,500; lard, 102 tierces; bacon, 102 tierces; corn, 6,60 bags.....	26,500 00			
	1	Calcutta.....	1	In port.....	1	Wheat, 20,000 bushels; rice, 3,300 bags; rum, 100 barrels.....	68,750 00	7	In port.....	.....
	2	New Orleans....	2		2	Wheat, 15,075 bushels; alcohol, 415 barrels; flour, 1,000 barrels; cotton, 722 bales; corn, 3,387 bags; lard and bacon, 1,462 bags, 80 boxes, and 441 tierces.....	141,275 00			141,275 00
	29		29		29		907,000 00			

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
FRANCE. BORDEAUX. <i>Thos. Ewing Miller.</i> Quarter ending June 30, 1857.	7	In port	7	.....	7	In port	6	Wines, brandies, preserves, sweet oil, &c.....	\$572,800 00
	8	New Orleans	1	New York.....	1	Corn, wheat, flour, cotton....	1	Sold in port.....	54,000 00
			1	Cork	1	Alcohol, staves, lard, pork....	1	Wines, brandies, &c.....	20,000 00
			1	Clarente	1	Corn, wheat, alcohol, staves..	1	50,000 bushels French corn..	
			1	Cardiff	1	Alcohol, staves, pork.....	1	Ballast	
			1	New Castle.....	1	Cotton, alcohol, staves, pork..	1	do	
			3	In port	1	Alcohol, staves.....	1	do	
					1	do.....do.....	3	In port	
					1	Alcohol, pork.....			
					1	Ballast			
Quarter ending Sept. 30.	6	In port	2	New York.....	6	In port	2	Wines, brandies, porcelain, cordials, sardines, mustard, fruits, sundries.....	96,400 00
			3	St. Lucia			3	Railway sleepers.....	31,902 00
			1	Boston			1	Wines, brandy, sardines, por- celain, sweet oil, &c.....	800 00
	1	New Orleans.....	1	New Orleans	1	Cotton, 61 bales; alcohol; stoves; lard; tobacco, 50 hogsheads.....	1	Wines, brandies, sardines, porcelain, cordials, sundries.	32,800 00

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

FRANCE.

337

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.						
	ENTERED.		CLEARED.		INWARD.		OUTWARD.								
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.				
FRANCE. BORDEAUX. <i>Thos. Ewing Miller.</i> Quarter ending Sept. 30, 1857—Continued.	10	New Orleans ...	1	New Orleans ...	1	Staves, tobacco.....	1	Staves, tobacco.....	1	Wines, brandies, preserves, sardines, mustard, sweet oil, cordials, sundries.....	\$75,000 00	1	Wines, brandies, preserves, sardines, mustard, sweet oil, cordials, sundries.....	\$65,400 00	
			1	Curacao.....	1	Staves, 39,800.....	1	Staves, 39,800.....	1	Wines, brandies, preserves, sardines, sweet oil, prunes, cordials, sundries.....	3,200 00	1	Wines, brandies, preserves, sardines, sweet oil, prunes, cordials, sundries.....	50,000 00	
			2	Seville	2	Staves; tobacco, 80 hog-heads	2	Staves; tobacco, 80 hog-heads	2	Railway sleepers.....	27,800 00	1	Railway sleepers.....	28,505 00	
			2	New York.....	1	Alcohol; cotton, 40 bales; staves	1	Alcohol; cotton, 40 bales; staves	1	In port.....	10,000 00	1	In port.....	.....
			1		1	Cotton, 93 bales; staves.....	1	Cotton, 93 bales; staves.....	1	Wines, brandy, mustard, pre- serves, cordials, sundries...	10,000 00	1	Wines, brandy, mustard, pre- serves, cordials, sundries...	14,400 00	
			1		1	Staves.....	1	Staves.....	4	In port.....	5,000 00	.....	.....	.....
			1		1	Alcohol; cotton, 143 bales; staves; tobacco, 4 hogsh'ds.	1	Alcohol; cotton, 143 bales; staves; tobacco, 4 hogsh'ds.	.....	.....	24,000 00	.....	.....	.....
			1		1	Cotton, 280 bales; staves, 135,300	1	Cotton, 280 bales; staves, 135,300	.....	.....	25,000 00	.....	.....	.....
			3	do.....	3	Staves, 241,000.....	3	Staves, 241,000.....	.....	.....	18,880 00	.....	.....	.....
	4	New York.....	1	La Rochelle.....	1	Alcohol, staves, sundries.....	1	Alcohol, staves, sundries.....	40,000 00	1	Ballast.....	.....	1	Ballast.....	.....
	1	Chinehas.....	1	Cardiff.....	1	Guano, 1,000 tons.....	1	Guano, 1,000 tons.....	60,000 00	1	do.....	.....	1	do.....	.....
	1	Mobile.....	1	New York.....	1	Cotton, 52 bales; staves, 36,700	1	Cotton, 52 bales; staves, 36,700	10,000 00	1	Wines, brandy, preserves, sar- dines, sweet oil, sundries...	.....	1	Wines, brandy, preserves, sar- dines, sweet oil, sundries...	17,978 00
	2	Charleston.....	1	do.....	1	Cotton, 326 bales; lumber, 4,000 feet.....	1	Cotton, 326 bales; lumber, 4,000 feet.....	14,800 00	1	Wines, brandy, preserves, sar- dines, sweet oil, sundries...	.....	1	Wines, brandy, preserves, sar- dines, sweet oil, sundries...	21,560 00
			1	In port.....	1	Cotton, 51 bales; lumber, 101,000 feet.....	1	Cotton, 51 bales; lumber, 101,000 feet.....	12,600 00	1	In port.....	.....	1	In port.....	.....
	1	Elsinore.....	1	Mobile.....	1	Lumber, 42,000 feet.....	1	Lumber, 42,000 feet.....	48,800 00	1	Ballast.....	.....	1	Ballast.....	.....
	1	Bellisle (France).	1	In port.....	1	Staves, lumber, spars.....	1	Staves, lumber, spars.....	13,000 00	1	In port.....	.....	1	In port.....	.....
	1	Callao.....	1	do.....	1	Guano, 1,900 tons.....	1	Guano, 1,900 tons.....	114,000 00	1	do.....	.....	1	do.....	.....
	1	Baltimore.....	1	do.....	1	Staves; tobacco, 1,130 hids.	1	Staves; tobacco, 1,130 hids.	113,000 00	1	do.....	.....	1	do.....	.....
	1	Philadelphia....	1	do.....	1	.....	1	.....	.....	1	do.....	.....	1	do.....	.....
	1	La Rochelle....	1	do.....	1	Ballast.....	1	Ballast.....	.....	1	do.....	.....	1	do.....	.....
	1	Norfolk.....	1	do.....	1	Tobacco, 841 hogsh'ds.....	1	Tobacco, 841 hogsh'ds.....	84,800 00	1	do.....	.....	1	do.....	.....
	32	.....	32	.....	32	.....	.....	.....	790,880 00	32	.....	.....	.....	.....	339,745 00

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

FRANCE.

339

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
FRANCE. LA ROCHELLE. Thomas W. Rountree Quarter ending Sept. 30, 1857—Continued.	1	Bordeaux.....	1	.....	1	.....	.....	1	Brandy, vinegar, sardines, pre- serves, liqueurs, cherries..	.....
	4	.....	4	.....	4	.....	.....	4	.....	.....
	5	New York.....	10	St. Thomas.....	5	Lumber, W. P., 855,000 feet..	\$12,025 00	.....	.....	.....
	4	Jacksonville.....	2	Hayti.....	4	Shingles, 1,190,000; staves, 81,500.....	4,349 00	.....	.....	.....
POINT-A-PITRE. (Guadeloupe.) Half year ending Dec. 31, 1856.	3	Machias.....	2	Elizabeth City...	4	Shingles, 246,500; lumber, 484,215 feet; corn, 750 bags.	7,590 00	.....	.....	.....
	3	Elizabeth City...	1	St. Domingo.....	2	Lumber, P. P., 213,400.....	3,075 00	.....	.....	.....
	2	Norfolk.....	1	St. Kitts.....	1	Staves, 150,440.....	2,949 00	.....	.....	.....
	2	Washington.....	1	Washington.....	1	Shingles, 106,000; staves, 3,500; shooks, 1,314.....	1,425 00	.....	.....	.....
	1	Baltimore.....	1	Maracaibo.....	1	Shingles, 220,000; staves, 42,600; tar, 10 barrels.....	1,470 00	.....	.....	.....
	1	Philadelphia....	1	Turk's Island...	7	Flour, 4,786 barrels; beef, 369; barrels; hams, 25 casks, 14 tierces, 1,013 No.; meal, 797 barrels; tobacco, 73	.....	.....	.....	.....
	4	Other ports.....	6	Other ports.....	.....	hogsheads; corn, 5,160 bags; rice, 131 barrels; pork, 50 barrels; beans, 75 bags; herrings, 400 boxes; lum- ber, 20,006 feet, &c.....	58,700 00	.....	.....	.....
	25	.....	25	.....	25	.....	91,583 00	.....	.....	.....
Quarter ending March	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.

Entered: 3 barques, 9 brigs, 13
schooners.
Cleared: 3 barques, 9 brigs, 13
schooners.
Agg. tonnage entered: 4,570 63-95
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

FRANCE.

341

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
FRANCE. ST. PIERRE, (MAR- TINIQUE.) <i>Alexander Campbell.</i> Quarter ending March 31, 1857—Continued.	1	Jacksonville.....	1	St. Thomas.....	1	Pitch pine, 70,000 feet; shin- gles, 20,000.....		1	Ballast.....	
	1	Darien.....	1	do.....	1	Pitch pine, 125,000 feet.....	\$1,200 00	1	do.....	
	1	Charleston.....	1	do.....	1	Pitch pine, 45,000 feet; rice, 5 barrels; spars, 5.....	2,500 00	1	do.....	
	1	New Haven..	1	Porto Rico.....	1	Horses, 12; mules, 12.....	1,000 00	1	do.....	
	1	Norfolk.....	1	Anigua.....	1	Staves, 50,000; shingles, 34,000.	5,000 00	1	do.....	
	1	Beaufort.....	1	Beaufort.....	1	Pitch pine, 75,000 feet; staves, 9,000 .	1,400 00	1	do.....	
	1	Newbern.....	1	Newbern.....	1	Pitch pine, 30,000 feet; shin- gles, 60,000; and staves, 6,000.....	1,500 00	1	do.....	
	1	Elizabeth City...	1	Elizabeth City...	1	Staves, 32,000.....	1,000 00	1	do.....	
	1	Marblehead....	1	Marblehead....	1	Assorted cargo of provisions..	900 00	1	Tamarinds, 800 kegs,.....	\$574 00
	1	Washington....	1	St. Kitts.....	1	Shingles, 122,000; staves, 22,000.....	3,300 00	1	Ballast.....	
	1	Georgetown....	2	In port.....	1	Pitch pine, 120,000 feet.....	1,100 00	2	In port.....	
	1	New Orleans....	1	.....	1	Flour, 1,500 barrels; corn, 146 sacks.....	1,800 00	1	do.....	
	21	.....	21	.....	21	.....	12,000 00		.....
						83,200 00	21	.....	574 00	
ng June 30.	1	Wilmington...	1	St. Thomas.....	1	Pitch pine and shingles.....	2,000 00	1	Ballast.....	
	1	Norfolk.....	1	do.....	1	Staves.....	1,200 00	1	do.....	
	1	do.....	1	Maracaibo.....	1	do.....	2,000 00	1	Orange juice...	1,500 00
	1	Washington....	1	Washington....	1	Staves and shingles.....	600 00	1	Ballast.....	
	1	do.....	1	do.....	1	do.....	1,500 00	1	do.....	
	1	do.....	1	St. Thomas.....	1	do.....	600 00	1	do.....	
	1	New York.....	1	St. Bartholomew.	1	Flour and provisions.....	7,000 00	1	do.....	
	1	do.....	1	Cuba.....	1	Flour and tobacco.....	8,000 00	1	do.....	
	1	Beaufort.....	1	Beaufort.....	1	Pitch pine.....	1,200 00	1	do.....	
	21	.....	21	.....	21	.....			.....
Entered: 5 brigs, 7 schooners. Cleared: same. Aggregate tonnage entered: 1,969 tons.										

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

SPAIN.

343

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.		Value.		
	No. of Vessels.	Where from.		No. of Vessels.	Description	Value.	No. of Vessels.			Description.
SPAIN. CADIZ. T. T. Tunstall. Quarter ending Dec. 31, 1856—Continued.	1	New York.....	1	Girgente.....	1	Flour, 500 bbls.; grain, 14,000 bush; staves, 4,000.....				
	2	New Orleans....	1	New Orleans....	1	Tobacco, 817 bbls.; staves, 3,000.....			1	Ballast.....
	3	Cardiff.....	1	Boston.....	1	Tobacco.....			1	Salt.....
			1	Savannah....	1	Coal, 1,163 tons.....			1	Ballast.....
			1	Bath ..	1	Coal, 700 tons.....			1	....do.....
	1	Boston.....	1	Matanzas.....	1	Coal, 419 tons.....			1	Salt.....
	1	Boston.....	1	Savannah....	1	Lumber, 150,000 ft.....			1	Ballast.....
	1	London.....	1	Boston.....	1	Ballast.....			1	....do.....
	1	Darien, Geo....	1	New Orleans..	1	Lumber, 170,000 ft.....			1	Assorted cargo.
	1	Genoa.....	1	....do.....	1	Ballast.....			1	Ballast.....
	1	Brunswick, Geo..	1	Savannah....	1	Lumber, 183,000 ft.....			1	....do.....
	1	Swansea.....	1	....do.....	1	Coal, 795 tons.....			1	....do.....
	1	Savannah....	1	Messina.....	1	Lumber, 26,841 ft.....			1	....do.....
	1	Newport, Wales..	1	Boston.....	1	Coal, 400 tons.....			1	Salt, 147½ lasts.....
	2	Not reported....	2	In port.....	2	Not reported.....			2	In port.....
	24	.....	24	.....	24	.....			24	.....
Quarter ending March 31, 1857.						Tobacco, governm't monopoly				
						Lumber.....				
						Staves.....	\$340,000 00			
						Coal.....	34,422 30			
						Wheat.....	65,283 50			
						Flour.....	69,542 00			
					Grain, very small quantity....					
					Total value of inward cargoes.	509,247 80				
	1	Baltimore.....	1	Palermo.....	1	Wheat, 14,000 bush.; flour, 500 bbls.....			1	Ballast.....
							\$23,500 00			
Entered: 1 ship, 9 barques, 6 brigs, 2 schooners.										

Entered: 1 ship, 9 barques, 6 brigs,
2 schooners.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES--Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		Where for. Vessels.	INWARD.		Value.	No. of Vessels.	OUTWARD. Description.		Value.	
	No. of Vessels.	Where from.		Description.							
SPAIN. CADIZ. T. T. Tunstall. Quarter ending March 31, 1857.—Continued.	1	Savannah	1	Savannah	1	Lumber, 400,000 ft.	\$6,325 00	1	Ballast	Cleared : 2 ships, 9 barques, 5 brigs 2 schooners. Aggregate tonnage entered : 6,047 10.95 tons. In port at commencement of the quarter, 1 ship, 1 barque. In port at close of the quarter, 1 barque, 1 brig.
	11	New York	1	New York	1	Flour, 600 bbls.; wheat, 140 bags; staves, 9,000.	13,072 00	1	Wine, lead, and cork	Unknown...	
	3	St. Thomas	3	St. Thomas	3	Flour, 2,417 bbls.; wheat, 10,489 bags; staves, 22,000..	82,466 00	3	Ballast .....	.....
	1	Messina	1	Messina	1	Flour, 1,200 bbls.; wheat un- known	9,500 00	1	....do .....	.....
	1	....do	1	....do	1	Flour, 839 bbls.; wheat, 2,170 bags	19,101 00	1	....do .....	.....
	1	Montevideo	1	Montevideo	1	Flour, 522 bbls.; corn, 419 bags; staves, 38,000	29,500 00	1	Salt, 290 lasts	\$5,800 00	
	1	New Orleans	1	New Orleans	1	Flour, 20,000 bbls.; wheat, 5,332 bush.; staves, 24,000..	29,632 00	1	Ballast .....	.....
	1	Rio de Janeiro	1	Rio de Janeiro	1	Flour, 1,432 bbls.; wheat, 10,000 bush.; staves, 5,000..	20,472 00	1	Wine, 20 quarter casks; salt, 114 tons	2,716 00	
	1	Seville	1	Seville	1	Flour, 648 bbls.; wheat, 5,040 bush.; staves, 5,500	16,667 00	1	Same, and inward	16,667 00	
	1	Malaga	1	Malaga	1	Not reported .....	.....	1	Inward cargo	Unknown...
Quarter ending June	2	New Orleans	1	Alicante	1	Tobacco, 276 hlds. ....	.....	1	Tobacco, 176 bbls. (part of in'd)	.....do
	1	Matanzas	1	Matanzas	1	Flour, 5,890 bbls.; wheat, 700 bags; staves, 10,000	45,687 00	1	Ballast .....	.....
	2	Gibraltar	2	Messina	2	Flour, 3,714 bbls.; wheat, 2,500 bush.	61,700 00	2	....do .....	.....
	1	Seville	1	New York	1	Not reported .....	.....	1	Not reported .....	.....
	1	Boston	1	In port	1	Flour, 2,933 bbls.; corn, 560 bags; staves, 3,600	20,400 00	1	In port .....	.....
	1	New York	1	....do	1	Flour, 629 bbls.; wheat, 3,084 bags	22,472 00	1	....do .....	.....
	20	.....	20	.....	20	.....	400,494 00	20	.....	25,183 00
	2	In port	1	Messina	1	Given last quarter .....	.....	1	Salt ..	1,146 00
	1	Cardiff	1	Cardiff	1	....do .....	.....	1	Ballast .....	.....
	1	.....	1	.....	1	.....	.....	1	.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

SPAIN.

345

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		Where for.	INWARD.		OUTWARD.					
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.		Value.	
SPAIN. CADIZ. <i>T. T. Tinsell.</i> Quarter ending June 30, 1857—Continued.	3	New Orleans.....	2	Alicante.....	1	Tchacco, 759 hhd.s.....	Gov. monopoly	1	Inward cargo.....	Entered: 3 ships, 4 brigs, 2 barques, and 2 vessels in port.	
				In port.....	1	Tobacco, 730 hhd.s.....	do.....	1	Part inward cargo.....	Cleared: 3 ships, 4 brigs, 2 barques, and 2 not classed.	
	1	New York.....	1	Barcelona.....	1	Staves.....	\$46,200 00	1	Inward cargo.....	Aggregate tonnage entered: 3,669 tons.	
	1	Baltimore.....	1	do.....	1	Wheat and staves.....	.....	1	do.....	
	1	Boston.....	1	Malaga.....	1	Flour, 2,600 bbls.....	18,200 00	1	Ballast.....		
	1	Gibraltar.....	1	In port.....	1	Assorted.....	.....	1	In port.....	
	1	Alicante.....	1	do.....	1	Ballast.....	.....	1	do.....	
	1	Seville.....	1	Rio Grande.....	1	do.....	.....	1	Salt.....	\$2,680 00
	11	.....	11	.....	.....	.....	64,400 00	11	.....	3,826 00
	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.
MALAGA. <i>J. Somers Smith.</i> Quarter ending Dec. 31, 1856.	6	New York.....	16	New York.....	4	Staves, 187,100.....	23,402 00	21	Raisins, 148,834 boxes and 1,183 bbls.; wine, 1,920 quar- ter casks and 550 bbls.; al- monds, 2,442 sacks and 1,050 boxes and bbls.; licorice root, 2,299 bundles; lico- rice paste, 293 boxes; figs, 1,749 boxes; lead, 998 tons; litharge, 858 bbls.; mats, 2,479 bales; grapes, 668 bbls.; lemons, 8,846 boxes..	Entered: 7 barques, 7 brigs, 1 schooner, and 7 barques, 2 brigs, and 1 schooner in port. Cleared: 14 barques, 9 brigs, and 2 schooners. Aggregate tonnage entered: 3,906 tons.	
	3	Marseilles.....	2	Boston.....	2	Flour, 846 bbls.; wheat, 4,750 sacks; staves, 20,000.....	36,368 00	.....	.....
	2	Cadiz.....	2	Baltimore.....	1	Flour, 500 bbls.; wheat, 2,085 sacks.....	17,500 00	.....	.....
	1	Haiti.....	1	St. Thomas.....	1	Logwood, 50 tons.....	2,500 00	.....	.....
	1	Genoa.....	1	Rio Grande.....	1	In transit.....	.....	.....	.....
	1	Gibraltar.....	1	Palermo.....	2	Ballast.....	.....	.....	.....
	1	Tarragona.....	1	Tarragona.....	5	.....	.....	.....	.....
	10	In port.....	1	.....	10	In port.....	.....	.....	.....	512,848 00
	25	25	2	Wine and fruit in transit.....
	2	Ballast.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	512,848 00

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

SPAIN.

347

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
SPAIN. MALAGA. J. Somers Smith. Quarter ending Sept. 30, 1887—Continued.	1	Gibraltar	1	Boston	1	Pitch, and transit cargo.....		1	Raisins and sundries.....	\$18,521 00
	4	Cadiz.....	2	New York	1	Flour, 1,000 barrels; staves, 24,040.....		1	Raisins, wine, and sundries..	25,523 00
					1	Ballast		1	Still in port.....	
	1	Genoa	2	In port	2	Ballast and transit cargoes...		2	In port.....	
	1	Boston	1	Boston	1	Cargo in transit.....		1	Raisins, wine, and sundries..	10,500 00
	1	Baltimore	1	Boston	1	Staves, 55,272.....		1	Still in port.....	
	1	Baltimore	1	Baltimore	1	Indian corn, 4,324 sacks.....		1	Raisins, wines, and sundries..	12,651 00
	2	Marseilles.....	1	New Orleans	1	Cargo in transit.....		1	.....do.	40,322 00
			1	Boston	1	Transit cargo.....		1	.....do.	24,029 00
	13	New York.....	11	New York	11	Staves and flour, 1,008 barrels.		9	Wines, raisins, lead, almonds, oil, licorice, lemons, &c....	270,211 00
			2	New Orleans....	2	Staves and pitch.....		2	Still in port.....	21,050 00
								1	In port	27,900 00
	1	St. Michael's....	1	New York.....	1	Ballast.....		1	Raisins, wine, and sundries..	
	1	Baltic	1	In port	1	Lumber, 15,094 pieces.....		1	In port	
	1	Almeria.....	1	.....do.	1	Transit cargo		1	.....do.	
1	Tarragona.....	1	.....do.	1	.....do.		1	.....do.		
1	In port	1	New York	1	Flour, wheat, staves.....		1	Raisins, fruits, wine, &c.....	37,415 00	
1	Messina.....	1	Boston	1	Cargo in transit.....		1	Wine, raisins, fruits, and sun- dries	33,800 00	
34		34							\$11,434 00	
BARCELONA. Pablo Anguera. Quarter ending Dec. 31, 1886.	1	Boston.....	1	Torreveija.....	1	Timber and staves.....		3	.....
	1	Pensacola	1	Malaga.....	1	Flour .....			.....
	1	Darien.....	1	Cardenas.....	1	Lumber .....			.....
	1	Cardiff	1	In port	1	Coals.....		1	In port	
	4		4					4	.....
Entered: 1 ship, 2 barques, 1 brig. Cleared: 1 ship, 1 barque, 1 brig, 1 barque in port.. Aggregate tonnage entered: 1,578 tons.										

Entered: 1 ship, 2 barques, 1 bng.
Cleared: 1 ship, 1 barque, 1 bng;
1 barque in port.
Aggregate tonnage entered: 1,578 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		CLEARED.	INWARD.		OUTWARD.						
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.		Value.		
SPAIN. BARCELONA. <i>Pablo Anguera.</i> Quarter ending Mar. 31, 1857.	3	New York.....	4	Palermo.....	8	Wheat and flour.....	\$277, 100 00	8	Not reported.....	Unknown....	Entered : 7 barques, 2 brigs. Cleared : 6 barques, 2 brigs. In port at close of the quarter : 1 barque.	
	3	Baltimore.....	3	Messina.....	1	Wheat and pitch.....	9,500 00	.....	.....	.....	Aggregate tonnage entered : 2,942 tons.
	2	Boston.....	1	Rio Janeiro.....	.....	.....	.....	.....	.....	.....
	1	Charleston.....	1	Import.....	1	In port.....	
	9	.....	9	.....	.....	.....	286,600 00	9	.....	.....
Quarter ending June 30.	1	Charleston.....	1	Palma.....	1	Lumber.....	8,000 00	1	Ballast.....	.....	Entered : 1 ship, 3 barques, 3 brigs. Cleared : 1 ship, 2 barques, 3 brigs. Aggregate tonnage entered : 2,543 tons.
	1	New York.....	1	Quebec.....	1	Flour and wheat.....	87,825 00	1	do.....	.....	In port at close of quarter: 1 barque.
	1	Baltimore.....	1	Marseilles.....	1	Wheat.....	37,000 00	1	do.....	.....	
	1	New York.....	1	Vera Cruz.....	1	Flour and wheat.....	32,000 00	1	Wine, oil, cork, and brandy..	\$18,000 00		
	1	Baltimore.....	1	Rio Janeiro.....	1	do.....	42,000 00	1	Ballast.....	.....	
Quarter ending Sept. 30.	1	New York.....	1	Torre Vieja.....	1	do.....	45,000 00	1	do.....	.....	
	1	Charleston.....	1	In port.....	1	Flour, wheat, and lumber....	25,500 00	1	In port.....	.....	
	7	.....	7	.....	.....	.....	278,325 00	7	.....	18,000 00	
	1	Savannah.....	1	Trieste.....	1	Lumber and outward cargo....	3,510 00	1	Cotton (inward cargo).....	48,000 00	Entered : 2 ships, 2 barques, 1 brig, 1 schooner.	
	2	New York.....	2	Malaga.....	2	Flour.....	29,500 00	2	Ballast.....	.....	Cleared: 2 barques, 1 brig, 1 schooner, 1 in port. Aggregate tonnage entered : 2,413 tons.
TERRAGONA. <i>Pablo Anguera.</i> Quarter ending Dec. 31, 1856.	1	New Orleans.....	1	Palermo.....	1	do.....	35,400 00	1	do.....	.....	
	1	New Castle.....	1	In port.....	1	Coals.....	8,500 00	1	In port.....	.....	
	1	Darien.....	1	do.....	1	Lumber.....	2,970 00	1	do.....	.....	
	6	.....	6	.....	6	.....	79,880 00	6	.....	48,000 00	
	1	Malaga.....	1	Malaga & N. York.....	1	.....	.....	1	Wine, almonds, and licorice..	15,400 00	Entered : 1 brig. Cleared : 1 brig. Aggregate tonnage entered : 275 tons.
1	.....	1	.....	1	.....	.....	1	.....	15,400 00		

[illegible]

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
SPAIN. VALENCIA. Thomas Trenor. Quarter ending Dec. 31, 1856.	2	Newcastle.....	2	Torrevecija.....	2	Coke and iron.....	\$26,240 00	2	Ballast	Entered: 1 ship, 1 brig. Cleared: 1 ship, 1 brig. Agg. tonnage entered: 1,078 58-95 tons.
	2	.....	2	.....	2	.....	26,240 00	2	.....	.....
Quarter ending March 31, 1857.	1	In port.....	1	Havana.....	1	In port.....	.....	1	Ballast.....	Entered: 2 barques, and 1 in port. Cleared: 3 barques. Agg'te tonnage entered: 544 tons.
	1	New York.....	1	Palermo.....	1	Wheat and flour.....	\$17,000 00	1	....do.....	.....
	1	New Orleans....	1	St. Thomas.....	1	Tobacco and staves.....	Tobacco, gov. monopoly.	1	....do.....	.....
	3	.....	3	.....	3	.....	\$17,000 00	3	.....	.....
Quarter ending June 30.	1	New York.....	1	Mentone.....	1	Flour, 1,200 bbls.; wheat, 1,100 bushels.....	.....	1	Ballast	Entered: 1 barque. Cleared: 1 barque. Agg. tonnage entered: 295 35-95 tons.
	1	.....	1	.....	1	.....	.....	1	.....	.....
										No return.
Quarter ending Sept. 30.	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	.....
									
									
VIGO. Manuel Barcena. Quarter ending Dec. 31, 1856.	3	New Orleans	4	Alicante.....	5	Tobacco, 3,444 hlds., and 3,091 bales.....	.....	8	Inward cargoes	Entered: 5 ships, 2 barques, and 1 barque in port.
	2	New York.....	2	Cadiz.....	1	Flour and wheat, 2,370 bags..	.....		.....	Cleared: 5 ships, 3 barques. Aggregate tonnage entered: 4,507 tons.
	1	Liverpool.....	1	Bombay.....	1	Railway machinery.....	.....		.....	.....
	1	Havana.....	1	.....	1	In port.....	.....		.....	.....
	1	In port.....		.....		.....	.....		.....	.....
	8	.....	8	.....	8	.....	.....	8	.....	.....

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
SPAIN. VIGO. <i>Manuel Barcena.</i> Quarter ending March 31, 1857.	1	New York.....	1	Oporto	1	Flour, 1,700 bbls.; wheat, 1,267 bags; staves, 14,700.	Unknown	1	Same as inward.....	Entered: 1 barque. Cleared: 1 barque. Aggregate tonnage entered: 311 tons.
	1	1	1	1	No return.
	No return.....	No return.
	No return.....	No return.
	No return.
Quarter ending June 30.	No return.
Quarter ending Sept. 30.	No return.
ALICANTE. <i>W. L. Giro.</i> 6 months ending Dec. 31, 1856.	3	New Orleans	1	New York.....	3	Tobacco and staves	\$295,000 00	1	Licorice root and paste, wine, almonds, and hemp	Entered: 3 ships, 1 barque, 1 brig. Cleared: 3 ships, 1 barque, 1 brig. Aggregate tonnage entered: 2,595 tons.
.....	1	Savannah.....	2	New Orleans.....	1	Deals.....	4,400 00	2	Ballast
.....	1	Parragona	1	Almeria	1	Wine and filberts.....	10,000 00	1	do.....
.....	5	5	Torrevisija.....	5	312,400 00	5	do.....
.....	2	New York	2	New York.....	1	Lima wood, 40 tons; wheat, 2,957 bush.; staves, 16 3-10 M.; corn, 957 bush.....	11,554 00	1	Wine, 600 third-casks and 80 quarter-casks; almonds 210 bags and 9 boxes; fig cakes, 196 boxes; licorice root, 801 qls.; mats, 120 bundles; licorice paste, 73 boxes.....	Entered: 1 ship, 2 barques, 1 schooner. Cleared: 1 ship, 2 barques, 1 schooner. Aggregate tonnage entered: 1,366 tons.
6 months ending June 30, 1857.	1	Flour, 1,000 bbls.; staves, 4,800 barrel and 7,200 hoghead...	9,241 00	1	Wine, 522 third-casks, 200 quarter-casks; shelled al- monds, 221 bags; licorice paste, 88 boxes; licorice root, 744 qls.
.....	1	New Orleans	1	Valentia.....	1	Tobacco, 176 hhd.; staves, 2,520.....	1	Same as inward.....	14,505 00

45 *

[illegible]

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
SPAIN. MATANZAS. John P. Garesché. Quarter ending Dec. 31, 1856.	12	Portland	2	Portland	14	Lumber.....	16	Sugar
	9	New York.....	6	New York.....	12	General	11	Molasses.....
	8	Boston	7	Boston	8	Empty boxes	1	Molasses and fruit.....
	4	Philadelphia....	2	Philadelphia....	4	Empty boxes and shooks....	1	Sugar and molasses.....
	3	Mobile.....	1	Mobile.....	2	Shooks.....	1	Machinery.....
	3	New Orleans....	3	New Orleans....	4	Assorted	8	Ballast.....
	4	Havana	3	Havana	2	Merchandise	24	In port
	2	Wilmington ..	2	Wilmington ..	2	Machinery
	2	Providence.....	1	Providence.....	2	Shooks and lumber
	1	Bristol.....	3	Baltimore.....	2	Cooperage.....
	1	Belfast.....	2	Charleston.....	1	Provisions and cooperage
	1	Bangor.....	4	Cardenas.....	1	Lard and lime
	1	Frankfort.....	1	Pensacola	1	Lumber and fish.....
	1	Charleston.....	1	Sierra Morena ..	1	Partly sugar
	1	Baltimore.....	24	In port.....	3	Ballast.....
	1	Cardenas.....	3	In port.....
	5	Other ports.....
	3	In port.....
	62	62	62	62
Quarter ending Mar. 31, 1857.	4	Havana	3	Falmouth.....	3	Ballast	3	Sugar.....
	1	Liverpool	1	New Orleans	1	do.....	1	do.....
	3	New York.....	1	Sagua la Grande..	1	Ballast	1	Ballast
	1	Mobile.....	3	New York	3	Shooks and general cargo...	3	Sugar and molasses.....
	8	New Orleans ..	1	St. Mary's, Ga....	1	Ballast	1	Ballast
	6	New Orleans	6	Coal, corn, empty barrels, and general cargoes
	1	Halifax.....	1	Empty hogsheds.....	6	Sugar.....
	1	St. Mary's.....	1	Empty casks.....	1	Molasses
	8	Portland	1	New York.....	1	In port.....	1	Fruits.....
	3	Portland	3	Cooperage, shooks and lumber	3	Sugar, molasses, and ballast
	2	Baltimore.....	2	Shooks and lumber	2	Ballast.....
	1	Cuba.....	1	Lumber.....	1	do.....
	1	In port.....	1	do.....	1	In port.....
	1	St. Mary's, Ga....	1	In port	1	Ballast
	1	Bermuda	1	St. Mary's, Ga....	1	In port	1	Ballast

.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....	
.....					

Entered: 24 barques, 29 brigs, 6
schooners; and 2 barques and 1
schooner in port.
Cleared: 16 barques, 20 brigs, 2
schooners; and 10 barques, 9
brigs, and 5 schooners in port.
Agg. tonnage entered: 14,391 98.95
tons.

Entered: 3 ships, 8 barques, 14
brigs, 4 schooners; 9 not clas-
sified.
Cleared: 2 ships, 13 barques, 16
brigs, 4 schooners; 3 not clas-
sified.
Agg. tonnage entered: 7,161 89.95
tons.
NOTE.—Two of the above were in
port at commencement and 2 in
port at close of quarter.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.
SPAIN. MATANZAS. John P. Garesché. Quarter ending Mar. 31, 1857—Continued.	4	Boston.....	2	Wilmington.....	2	General cargo and lumber.....	2	Ballast.....
	1	Remedios.....	1	General cargo.....	1	General cargo.....	1do.....
	1	In port.....	1	Ice and coopeage.....	1	In port.....	1do.....
	1	Providence.....	1	Coopeage.....	1	Coopeage.....	1	Molasses.....
	1	Boston.....	1	Lumber.....	1	Lumber.....	1do.....
	1	St. Mary's, Ga.....	1	Rice and lumber.....	1	Rice and lumber.....	1	Ballast.....
	2	Charleston.....	1do.....	1do.....	1do.....
	1	New York.....	1	Lumber.....	1	Lumber.....	1do.....
	1	Baltimore.....	1do.....	1do.....	1do.....
	1	Calais, Me.....	1	Portland.....	1	Portland.....	1	Molasses.....
	1	Bengal.....	1	Portland.....	1	Portland.....	1	Molasses.....
	1	Havana.....	1	Corn.....	1	Corn.....	1	Sugar.....
	38	38	38
	28	Havana.....	3	New Orleans.....	1	Ballast.....	3	Sugar and molasses.....
	2	Savannah.....	2	Ballast.....	2	Corn and empty casks.....	2	Sugar and molasses.....
8	New York.....	3do.....	3do.....	3do.....do.....	
1	Trieste.....	1	Sugar and cigars.....	1	Sugar and cigars.....	1do.....do.....	
1	Hamburg.....	4	Coopeage and shooks.....	4	Coopeage and shooks.....	4	Sugar, molasses, and tobacco.....	
4	Falmouth.....	3	Ballast.....	3	Ballast.....	3	Sugar.....	
3	Boston.....	1	Shooks and casks.....	1	Shooks and casks.....	1	Molasses.....	
1	Charleston.....	3	Sugar and ballast.....	3	Sugar and ballast.....	3	Sugar and molasses.....	
1	Cork.....	1	Molasses.....	1	Molasses.....	1do.....do.....	
1	Bangor.....	1	Ballast.....	1	Ballast.....	1	Molasses.....	
1	Darby.....	1	General cargo.....	1	General cargo.....	1do.....	
1	Baltimore.....	1	Lumber.....	1	Lumber.....	1do.....	
1	Corn and empty bids.....	1	Corn and empty bids.....	1	Corn and empty bids.....	1	Sugar.....	
1	Corn.....	1	Sugar.....	1	Sugar.....	1	Inward and sugar.....	
2	Boston.....	2	Corn and empty bids, and general cargo.....	2	Corn and empty bids, and general cargo.....	2	Molasses.....	
1	Ballast.....	1	Ballast.....	1	Ballast.....	1	Ballast.....	

Entered: 9 ships, 38 barques, 47
 brigs, 36 schooners.
 Cleared: 9 ships, 36 barques, 47
 brigs, 36 schooners.
 Aggregate tonnage entered: 32,918
 tons.
 NOTE.—8 vessels entered "clear-
 ed" were still in port at close of
 quarter.

Quarter ending June 30

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		Where from.	CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where for.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.		Value.	
SPAIN. MATANZAS. John P. Garesché. Quarter ending June 30, 1857—Continued.	27	New Orleans.....	21	New Orleans....	2	Ballast.....	.....	.....	2	Molasses and sugar.....	.....
					1	Hoops and guano.....	.....	.....	1	Sugar.....	.....
					14	Coal, casks, and cooperage...	.....	.....	14	Sugar and molasses.....	.....
					4	General cargo.....	.....	.....	4	do.....do.....	.....
			Philadelphia....		1	Ballast.....	.....	.....	1	Sugar.....	.....
			Cardenas.....		1	do.....	.....	.....	1	Empty casks.....	.....
			Bristol.....		1	Cooperage.....	.....	.....	1	Molasses.....	.....
			Halifax.....		1	General.....	.....	.....	1	do.....	.....
			Savannah.....		1	Ballast.....	.....	.....	1	do.....	.....
			Baltimore.....		1	Corn and casks.....	.....	.....	1	Ballast.....	.....
	2	Charleston.....			1	Rice and hnds.....	.....	.....	1	Ballast.....	.....
					1	Corn and meal.....	.....	.....	1	Sugar.....	.....
	1	Baltimore.....			1	Cooperage.....	.....	.....	1	Molasses.....	.....
	11	New York.....			2	General cargoes.....	.....	.....	1	Pine apples.....	.....
								.....	1	Still in port.....	.....
					1	Ballast.....	.....	.....	1	Pine apples.....	.....
					2	General cargoes and cooperage	.....	.....			.....
			St. Mary's.....		1	Ballast.....	.....	.....	1	Ballast.....	.....
			Cardenas.....		2	Shooks.....	.....	.....	2	do.....	.....
					1	Ballast.....	.....	.....			.....
			Portland.....		2	Cooperage.....	.....	.....	2	Ballast.....	.....
					1	Ballast.....	.....	.....			.....
			Baltimore.....		1	Hoops and lumber.....	.....	.....	1	Fruits.....	.....
	4	Philadelphia....			2	General cargoes.....	.....	.....	1	Molasses.....	.....
								.....	1	Sugar.....	.....
					1	Corn.....	.....	.....	1	Sugar.....	.....
		Richmond.....		1	Empty casks.....	.....	.....	1	Sugar.....	.....
1	San Juan de Ni- caragua.....			1		.....	.....			.....
6	Portland.....			1	Ballast.....	.....	.....	1	Sugar.....	.....
				1	do.....	.....	.....	1	Ballast.....	.....
				1	Lumber.....	.....	.....	1	do.....	.....
				1	General cargo.....	.....	.....	1	Sugar.....	.....
		Sierra Morena....		1	do.....	.....	.....	2	Sugar and molasses.....	.....
		New York.....		3		.....	.....	1	do.....do.....	.....
				1	Shooks.....	.....	.....			.....

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
SPAIN. MATANZAS. John P. Garesché. Quarter ending June 30, 1857—Continued.	9	Portland.....	1	Boston	1	Shooks.....	1	Sugar.....
			1	Charleston	1	do.....	1	Sugar and molasses.....
			4	Portland.....		Empty blds.....	2	Molasses.....
					1	General cargo.....
					1	Cooperage.....	1	Ballast.....
					1	Box shoeks.....	1	Pine apples.....
				Savannah.....	1	
				Wilmington.....	1	General cargo.....	1	Molasses.....
				New Orleans	1	Lumber.....	1	Ballast.....
				New York.....	1	Shooks.....	1	Stil in port.....
	1	Norwich.....	1	Bristol.....	1	Empty blds.....	1	Molasses.....
	1	Key West.....	1	Newport.....	1	Ballast.....	1	do.....
	2	Boston.....	1	Baltimore.....	1	Shooks.....	1	Sugar.....
			1		1	Lumber.....	1	Sugar.....
	1	Jacksonville....	1	New Orleans	1	Ballast.....	1	Ballast.....
	2	Lisbon.....	1	New York.....	1	Molasses.....	1	Molasses.....
			1	Bristol.....	1	Coal.....	1	do.....
	1	Sierra Morena...	1	Portland.....	1	Shooks and lumber	1	do.....
	1	Frankfort.....	1	New Orleans	1	Cooperage.....	2	do.....
	1	Warren.....	1	Philadelphia....	1	General cargo.....	1	Molasses.....
	2	Georgetown.....	1	New Orleans	1	Ballast.....	2	Fruits.....
			1	Providence	2	Rice and empty casks.....	2	Ballast.....
	1	Providence	1	Savannah.....	1	Lumber.....	1	Sugar and molasses
	2	Cadiz.....	1	Portland.....	1	Coal.....	1	Ballast.....
1	Savannah.....	1	Falmouth.....	1	Lumber.....	1	Sugar.....	
1	Wilmington	1	Maugonilla.....	1	Coal.....	1	Sugar and molasses.....	
1	St. Mary's.....	1	Seasport.....	1	Sugar.....	1	Sugar.....	
1	Leith.....	1	New Orleans	1	Lumber.....	1	Sugar and molasses.....	
1	Cardenas.....	1	Savannah.....	1	Codfish.....	1	Codfish.....	
2	St. John's.....	1	Havana.....	1	Hoops.....	1	Sugar and molasses.....	
		1	Bristol.....	1	Ballast.....	1	Sugar.....	
1	Mobile.....	1	New Bedford.....			

MATANZAS.

P. Caracchi

Tal. P. Careschi

100

30, 1857—Continued.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
SPAIN. CARDENAS. (Matanzas Consulate.) Henry Harris. Quarter ending Dec. 31, 1856—Continued.	4	Wilmington.....									
	1	Saco.....									
	42		42		42			42			
C. F. Goodwyn. Quarter ending March 31, 1857.	21	New York.....	21	New York.....	7	Cooperage.....			7	Sugar.....	
					2	do.....			2	Molasses.....	
					1	do.....			1	Sugar and molasses.....	
					2	General.....			2	Sugar.....	
					1	do.....			1	Molasses.....	
					3	do.....			3	Sugar and molasses.....	
					2	Empty hogsheds.....			2	Sugar.....	
					1	do.....			1	Molasses.....	
					1	Shooks.....			1	Sugar.....	
					1	Not reported.....			1	do.....	
					6	Ballast.....			6	do.....	
					6	do.....			6	Molasses.....	
					3	do.....			3	Sugar and molasses.....	
					1	Hogsheds.....			1	Molasses.....	
					1	Boards.....			1	do.....	
					1	Sugar.....			1	Sugar.....	
					1	Molasses.....			1	Molasses.....	
	16	Portland.....	16	do.....	7	Shooks.....			7	Sugar.....	
					2	do.....			2	Molasses.....	
					2	do.....			2	Sugar and molasses.....	
					1	General.....			1	Molasses.....	
					2	Cooperage.....			2	Sugar.....	
					1	do.....			1	Molasses.....	
					1	do.....			1	Sugar.....	
	3	St. Thomas.....	27	do.....	2	Ballast.....			2	Sugar.....	
					1	do.....			1	Molasses.....	
Entered : 2 ships, 70 barques, 124 brigs, 67 schooners. Cleared : 43 barques, 85 brigs, 45 schooners. Aggregate tonnage entered : 60,203 4-95 tons. In port at close of quarter : 2 ships, 27 barques, 39 brigs, 32 schrs.											

SPAIN.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	No. of Vessels.	ENTERED.		CLEARED.		INWARD.		OUTWARD.		
		Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
SPAIN. CARDENAS. (Matanzas Consulate.) C. F. Goodwyn. Quarter ending March 31, 1857—Continued.	3	Matanzas.....	.....	.....	1	Ballast.....	.....	1	Sugar.....	.....
	2	.....	.....	.....	2	....do.....	.....	2	Sugar and molasses.....	.....
	3	Wilmington.....	.....	.....	1	Lumber.....	.....	1	Sugar.....	.....
	1	.....	.....	.....	1	....do.....	.....	1	Molasses.....	.....
	6	Boston.....	.....	.....	1	....do.....	.....	1	Sugar and molasses.....	.....
	2	.....	.....	.....	2	Cooperage.....	.....	2	Sugar.....	.....
	1	.....	.....	.....	1	....do.....	.....	1	Molasses.....	.....
	1	.....	.....	.....	1	General.....	.....	1	Sugar.....	.....
	1	.....	.....	.....	1	....do.....	.....	1	Molasses.....	.....
	1	.....	.....	.....	1	Empty hogsheds.....	.....	1	....do.....	.....
	2	Baltimore.....	.....	.....	1	Coal.....	.....	1	Sugar.....	.....
	1	.....	.....	.....	1	Shooks.....	.....	1	...do.....	.....
	2	New Orleans.....	.....	.....	2	Empty barrels.....	.....	2	Sugar and molasses.....	.....
	2	Jacksonville.....	.....	.....	2	Lumber.....	.....	2	Molasses.....	.....
	1	St. John's.....	.....	.....	1	Shooks.....	.....	1	Sugar.....	.....
	1	Cadiz.....	.....	.....	1	Ballast.....	.....	1	...do.....	.....
	1	Philadelphia.....	.....	.....	1	Hoops.....	.....	1	....do.....	.....
	1	Pensacola.....	.....	.....	1	Ballast.....	.....	1	Molasses.....	.....
	1	Franklin.....	.....	.....	1	Empty barrels.....	.....	1	....do.....	.....
	1	Sierra Morena.....	.....	.....	1	Molasses.....	.....	1	....do.....	.....
	9	New Orleans.....	22	New Orleans ..	7	Empty barrels.....	.....	7	....do.....	.....
	3	Matanzas.....	.....	.....	2	General.....	.....	2	....do.....	.....
	1	.....	.....	.....	1	Empty barrels.....	.....	1	....do.....	.....
	1	.....	.....	.....	1	Ballast.....	.....	1	Sugar.....	.....
	7	Havana.....	.....	.....	1	....do.....	.....	1	Molasses.....	.....
	4	.....	.....	.....	4	....do.....	.....	4	....do.....	.....
1	.....	.....	.....	1	....do.....	.....	1	Sugar.....	.....
2	.....	.....	.....	2	Empty barrels.....	.....	2	Molasses.....	.....
1	Wilmington.....	.....	.....	1	Lumber.....	.....	1	....do.....	.....
1	Savannah.....	.....	.....	1	....do.....	.....	1	Sugar.....	.....
1	Pensacola.....	.....	.....	1	....do.....	.....	1	Molasses.....	.....
2	Boston.....	18	Boston.....	1	Cooperage.....	.....	1	Sugar and molasses.....	.....
				1	Shooks.....	.....	1	Molasses.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

SPAIN.

361

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	No. of Vessels.	ENTERED.	Where from.	CLEARED.		INWARD.				OUTWARD.	
				No. of Vessels.	Where for.	Description.	Value.			Description.	Value.
SPAIN. CARDENAS. (Matanzas Consulate.) C. F. Goodwyn. Quarter ending March 31, 1857—Continued.	2	Portland .....	.....	.....	2	1 cooperage, 1 shooks.....	.....	2	Molasses.....	.....
	8	Havana .....	.....	.....	8	Ballast .....	.....	8	do. ....	.....
	1	New York .....	.....	.....	1	Cooperage.....	.....	1	do. ....	.....
	1	Sierra Morena .....	.....	.....	1	Ballast.....	.....	1	do. ....	.....
	1	Matanzas.....	.....	.....	1	do. ....	.....	1	do. ....	.....
	2	St. Thomas.....	.....	.....	2	do. ....	.....	2	Sugar and molasses.....	.....
	1	Franklin.....	.....	.....	1	Shooks.....	.....	1	Sugar.....	.....
	6	Havana.....	16	Portland.....	5	Ballast.....	.....	5	Molasses.....	.....
					1	Empty hog heads.....	.....	1	do. ....	.....
	6	Portland.....	.....	.....	4	Cooperage.....	.....	4	do. ....	.....
					2	Shooks.....	.....	2	do. ....	.....
	1	New York.....	.....	.....	1	General.....	.....	1	Sugar and molasses.....	.....
	1	Philadelphia.....	.....	.....	1	do. ....	.....	1	do. ....	.....
	1	Sierra Morena.....	.....	.....	1	Molasses.....	.....	1	Molasses.....	.....
	1	Pensacola.....	.....	.....	1	Lumber.....	.....	1	do. ....	.....
	3	Portland	14	Philadelphia.....	1	Shooks.....	.....	1	do. ....	.....
					1	do. ....	.....	1	Sugar and molasses.....	.....
	4	Havana .....	.....	.....	1	Cooperage.....	.....	1	Molasses.....	.....
	2	Philadelphia.....	.....	.....	4	Ballast .....	.....	4	do. ....	.....
					1	Hoops.....	.....	1	do. ....	.....
	1	New York.....	.....	.....	1	Cooperage.....	.....	1	do. ....	.....
	1	New Orleans.....	.....	.....	1	General.....	.....	1	do. ....	.....
	1	Wilmington.....	.....	.....	1	Barrels and beef.....	.....	1	Sugar and molasses.....	.....
	1	Mobile .....	.....	.....	1	Lumber.....	.....	1	Molasses.....	.....
	1	Nassau.....	.....	.....	1	do. ....	.....	1	Sugar.....	.....
	2	Havana	5	Baltimore.....	2	Ballast .....	.....	2	Molasses.....	.....
	1	New York.....	.....	.....	1	Hogsheads.....	.....	1	do. ....	.....
	1	Richmond.....	.....	.....	1	Lumber.....	.....	1	Sugar.....	.....
	1	Wilmington.....	.....	.....	1	do. ....	.....	1	Sugar and molasses.....	.....
	1	Richmond.....	2	Richmond.....	1	Cooperage.....	.....	1	Molasses.....	.....
	1	Matanzas.....	.....	.....	1	Ballast.....	.....	1	do. ....	.....
	1	New York.....	1	Matanzas.....	1	Cooperage.....	.....	1	Ballast.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.		CARGES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED	
	No. of Vessels.	ENTERED.	CLEARED.		INWARD.		No. of Vessels.	OUTWARD.
			Where from.	No. of Vessels.	Where for.	No. of Vessels.		
SPAIN.								
CARDENAS.								
(Matanzas Consulate.)								
C. F. Goodwyn.								
Quarter ending March								
31, 1857—Continued.								
	1	Cauden	1	1	Cauden	1	1	Molasses
	1	Norfolk	1	1	Savannah	1	1	do.
	1	Pensacola	1	1	Rangoon	1	1	do.
	1	New Orleans ..	1	1	Remenstinos ..	1	1	Ballast
	1	Savannah	1	1	Sierra Morena ..	1	1	Molasses
	1	St. John's	1	1	Wilmington	1	1	do.
	1	Fall River	1	1	Not reported ..	1	1	do.
	1	Havana	1	1	do.	1	1	do.
	1	New York	1	1	do.	1	1	do.
	2	New Orleans ..	2	2	do.	2	2	Sugar
	1	Key West	1	1	do.	1	1	Molasses
	3	Wilmington ..	90	3	In port	90	3	In port, or, if cleared, not re
	8	New Orleans ..		6	Empty barrels and hogheads ..		6	ported
	12	Havana		2	Co-perage		2	do.
				11	Ballast		11	do.
				1	Co-perage		1	do.
	3	Pensacola		3	Lumber		3	do.
	3	Mobile		3	do.		3	do.
	20	New York		8	Empty barrels and hogheads ..		8	do.
				3	General		3	do.
				3	Co-perage		3	do.
				4	Shooks		4	do.
				2	Ballast		2	do.
				4	Co-perage		4	do.
				2	General		2	do.
				1	Shooks		1	do.
				1	Hogheads		1	do.
				4	Co-perage		4	do.
	6	Philadelphia ..		2	General		2	do.
				6	Co-perage		6	do.
				6	Shooks		6	do.
	14	Portland		1	Barrels		1	do.
				1	Lumber		1	do.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.			OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
SPAIN. CARDENAS. (Matanzas Consulate.) C. F. Goodeyn.											
Quarter ending March 31, 1857—Continued.	4	Baltimore	3	Coal.....	1	Cooperage.....	.....	.....	.....	.....	.....
	3	Key West.....	3	Ballast.....	1	Shooks.....	.....	.....	.....	.....	.....
	1	St. John's.....	1	Lumber.....	1	General.....	.....	.....	.....	.....	.....
	1	Savannah.....	1	Lumber.....	1	Lumber.....	.....	.....	.....	.....	.....
	1	Bristol.....	1	Ballast.....	1	Cooperage.....	.....	.....	.....	.....	.....
	1	Charleston.....	1	.....	.....	.....	.....	.....	.....	.....	.....
	1	Matanzas.....	1	.....	.....	.....	.....	.....	.....	.....	.....
	1	Providence.....	1	.....	.....	.....	.....	.....	.....	.....	.....
	263	.....	263	.....	.....	.....	.....	.....	.....	.....	.....
Quarter ending June 30.	15	New Orleans.....	2	Philadelphia.....	2	Empty barrels.....	.....	.....	2	Sugar and molasses.....	.....
			1	Baltimore	1	General cargo.....	.....	.....	1	Molasses.....	.....
			4	New York.....	4	Empty barrels, lumber, and general cargo.....	.....	.....	4	Sugar and molasses.....	.....
			2	Boston	2	Empty barrels and corn.....	.....	.....	2	Molasses.....	.....
			1	Richmond.....	1	Empty barrels.....	.....	.....	1	do.....	.....
			2	New Orleans.....	2	Empty barrels and general cargo.....	.....	.....	2	Sugar.....	.....
			1	Matanzas.....	1	Cooperage.....	.....	.....	1	do.....	.....
			1	St. John's, N. F.....	1	Rice.....	.....	.....	1	Sugar and molasses.....	.....
			1	Pensacola	1	General.....	.....	.....	1	Molasses.....	.....
			1	Sagua la Grande.....	1	Hogs-heads.....	.....	.....	1	Ballast.....	.....
14	Philadelphia.....	4	Philadelphia.....	2	General.....	.....	.....	.....	2	Sugar and molasses.....	.....
			5	New York.....	6	Cooperage.....	.....	.....	5	do.....	.....
			1	In port.....	.....	Hogs-heads and cooperage.....	.....	.....	1	Sugar.....	.....
			1	Boston	1	Cooperage.....	.....	.....	1	In port.....	.....
			2	In port.....	2	Cooperage and lumber.....	.....	.....	2	Sugar.....	.....
5	Havana.....	5	Portland.....	4	Ballast.....	.....	.....	.....	5	In port.....	.....
					1	Molasses.....	.....	.....	.....	Sugar and molasses.....	.....
Entered: 2 ships, 35 barques, 77 brigs, 41 schooners Cleared: 2 ships, 35 barques, 77 brigs, 41 schooners. Aggregate tonnage entered: 35,821 4-95 tons. NOTE.—Fifteen of those included in "cleared" had not left port at close of quarter.											

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	No. of Vessels.	Where from.	No. of Vessels.	CLEARED.		INWARD.		OUTWARD.		
				Where for.	No. of Vessels.	Description.	Value.	Description.	No. of Vessels.		Description.	Value.
SPAIN. CARDENAS. (Matanzas Consulate.) C. F. Goodwyn. Quarter ending June 30, 1857—Continued.	4	Boston	2	New York	1	Shooks.....	.....	1	Sugar.....	.....
					1	Cooperage.....	.....	1	Molasses.....	.....
			1	Boston	1	do.....	.....	1	do.....	.....
			1	Portland	1	General .....	.....	1	do.....	.....
	3	Sierra Morena....	1	New York.....	1	Ballast.....	.....	1	Sugar.....	.....
			2	Boston	2	Molasses and empty hogsheds.....	.....	2	Sugar and molasses.....	.....
	1	Fernandina.....	1	Richmond	1	Lumber.....	.....	1	Sugar.....	.....
	4	Savannah.....	1	Savannah.....	1	Rice .....	.....	1	Sugar and molasses.....	.....
			1	New York.....	1	Lumber.....	.....	1	Sugar.....	.....
			1	Fall River	1	Cooperage.....	.....	1	do.....	.....
			1	In port.....	1	Lumber.....	.....	1	In port.....	.....
	2	Baltimore.....	1	New York.....	1	Coal.....	.....	1	Molasses.....	.....
			1	Portland	1	Shooks.....	.....	1	do.....	.....
	3	Providence	2	New York.....	2	Hoops.....	.....	2	Sugar.....	.....
			1	Savannah.....	1	Molasses .....	.....	1	Molasses.....	.....
	3	St. Thomas.....	3	New York.....	1	Ballast.....	.....	1	Sugar.....	.....
					1	do.....	.....	1	Ballast .....	.....
					1	do.....	.....	1	In port.....	.....
					1	General cargo.....	.....	1	Sugar and molasses.....	.....
	4	Key West.....	2	do.....	1	Ballast .....	.....	1	Sugar .....	.....
					1	General cargo.....	.....	1	Ballast.....	.....
			1	Key West.....	1	Ballast .....	.....	1	Sugar .....	.....
			1	New Orleans.....	1	Shooks.....	.....	1	Sugar .....	.....
	4	Bath.....	3	Boston	2	Lumber.....	.....	2	Molasses .....	.....
					1	do.....	.....	1	do .....	.....
					1	Shooks.....	.....	1	In port.....	.....
	4	Matanzas.....	1	New Orleans.....	1	Empty barrels .....	.....	1	Molasses .....	.....
				2	Ballast .....	.....	1	do.....	.....
		1	New York.....	1	do.....	.....	1	do.....	.....
		2	Portland	2	Lumber .....	.....	2	Sugar and molasses.....	.....
6	Wilmington	3	Wilmington	1	In port .....	.....	1	In port .....	.....
				1	Lumber .....	.....	1	Sugar .....	.....
				1	do.....	.....	1	Molasses .....	.....
		3	New York.....	1	do.....	.....	1	Sugar.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.	INWARD.		OUTWARD.		Value.	
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	Description.		
SPAIN. CARDENAS. (Matanzas Consulate.) C. F. Goddard. Quarter ending June 30, 1857—Continued.	1	Wilmington	1	Boston	1	Lumber .....	.....	Ballast .....	.....
	1	Pensacola	1	New York	1	do. ....	.....	Molasses .....	.....
	2	Richmond	1	Philadelphia	1	do. ....	.....	Sugar and molasses .....	.....
	1	New York	1	New York	1	do. ....	.....	Molasses .....	.....
	1	Belfast	1	do.	1	Hogheads .....	.....	Sugar .....	.....
	3	Newport	1	do.	1	Shooks .....	.....	Molasses .....	.....
			2	Sierra Morena	1	do. ....	.....	Ballast .....	.....
			1	Portland	1	Barrels .....	.....	Molasses .....	.....
	1	Searsport	1	Portland	1	Lumber .....	.....	do. ....	.....
	1	Norfolk	1	New York	1	Shooks .....	.....	Sugar and molasses .....	.....
	1	St. Mary's	1	do.	1	Ballast .....	.....	Sugar .....	.....
	1	Rock Island	1	In port	1	Salt .....	.....	In port .....	.....
	1	Wiscasset	1	do.	1	Shooks .....	.....	do. ....	.....
	1	Newport	1	do.	1	Hoops .....	.....	do. ....	.....
	155	.....	155	.....	.....	.....	.....	.....	.....
Quarter ending Sept. 30.	16	In port	2	Wilmington	2	In port .....	.....	Ballast .....	.....
			1	Providence	1	do. ....	.....	Molasses .....	.....
			3	New York	3	do. ....	.....	Sugar .....	.....
			1	Philadelphia	1	do. ....	.....	do. ....	.....
			4	Portland	1	do. ....	.....	do. ....	.....
			3	Boston	3	do. ....	.....	Molasses .....	.....
			3	.....	3	do. ....	.....	do. ....	.....
			1	Savannah	1	do. ....	.....	Sugar and molasses .....	.....
			1	Halifax	1	do. ....	.....	Molasses .....	.....
			1	New York	1	Cooperage .....	.....	Ballast .....	.....
			2	do.	2	Lumber and general cargo .....	.....	Sugar .....	.....
	1	Belfast (Me.)	1	Cork	1	Cooperage .....	.....	Sugar and molasses .....	.....
	6	Portland	1	Mobile	1	Lumber .....	.....	Molasses .....	.....
			2	Portland	2	do. ....	.....	Ballast .....	.....
			2	.....	2	do. ....	.....	do. ....	.....
Entered: 15 barques, 32 brigs, 3 schooners, 16 in port. Cleared: 20 barques, 40 brigs, 6 schooners. Aggregate tonnage entered: 8,000 tons. Note.—9 vessels ent'd "cleared" were still in port at close of quarter.									

Entered: 15 barques, 32 brigs, 3
schooners, 16 in port.Cleared: 20 barques, 40 brigs, 6
schooners.Aggregate tonnage entered: 8,000
tons.NOTE.—9 vessels out'd "cleared"
were still in port at close of
quarter.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	ENTERED.			CLEARED.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	INWARD.		OUTWARD.				
					No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
SPAIN. CARDENAS. (Matanzas Consulate.) C. F. Goodwyn. Quarter ending Sept 30, 1857—Continued.	5	Portland.....	2	Portland.....	2	Lumber.....	.....	2	Molasses.....	.....
		St. Mary's, Ga..	1	St. Mary's, Ga..	1	..do.....	.....	1	Ballast.....	.....
		Wilmington.....	1	Wilmington.....	1	..do.....	.....	1	..do.....	.....
		In port.....	1	In port.....	1	..do.....	.....	1	In port.....	.....
	9	New York.....	4	New York.....	2	General cargoes.....	.....	3	Sugar.....	.....
					2	Cooperage.....	.....	1	Molasses.....	.....
					1	General cargo.....	.....	1	Ballast.....	.....
					1	Lumber.....	.....	1	..do.....	.....
					1	General cargo.....	.....	1	Ballast.....	.....
					1	..do.....do.....	.....	1	In port.....	.....
					1	Lumber.....	.....	1	..do.....	.....
					1	..do.....	.....	1	Concentrated molasses.....	.....
	4	Boston.....	2	New York.....	1	General cargo.....	.....	1	Molasses.....	.....
					1	Boston.....	.....	1	..do.....	.....
					1	Savannah.....	.....	1	Ballast.....	.....
	3	Philadelphia.....	2	Philadelphia.....	2	General cargo and cooperage.....	.....	1	Ballast.....	.....
					1	In port.....	.....	1	Ballast.....	.....
	4	Savannah.....	1	Boston.....	1	General cargo.....	.....	1	In port.....	.....
					1	..do.....do.....	.....	1	Ballast.....	.....
					1	St. Mary's, Ga..	.....	1	Molasses.....	.....
				2	Savannah.....	.....	2	Ballast.....	.....	
1	Indianola.....	1	New York.....	1	General cargo.....	.....	1	..do.....	.....	
3	Bangor.....	1	St. Mary's, Ga..	1	General cargo.....	.....	1	..do.....	.....	
				1	Philadelphia.....	.....	1	Sugar.....	.....	
				1	In port.....	.....	1	In port.....	.....	
4	Mathias.....	1	Jacksonville.....	1	..do.....	.....	1	Ballast.....	.....	
				1	Matanzas.....	.....	1	Inward.....	.....	
				2	In port.....	.....	2	In port.....	.....	
2	Bath.....	1	Wilmington.....	1	..do.....	.....	1	Ballast.....	.....	
				1	..do.....	.....	1	..do.....	.....	
1	Backs-port.....	1	Wilmington.....	1	..do.....	.....	1	..do.....	.....	
3	Pensacola.....	1	Pensacola.....	1	..do.....	.....	1	..do.....	.....	
				2	In port.....	.....	2	In port.....	.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

SPAIN.

369

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	No. of Vessels.	ENTERED. Where from.	CLEARED. Where for.	INWARD.		OUTWARD.				
				No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
SPAIN. TRINIDAD DE CUBA. Samuel McLean. Quarter ending March 31, 1857—Continued.	5	Boston	4	Boston.....	Assorted.....	\$25,506 00	4	Sugar and molasses	\$73,338 00	
	11	St. Thomas.....	1	Cienfuegos	1	do.....	5,029 00	1	Ballast	
			4	do.....	4	Ballast.....		4	do.....	
			6	New York	6	do.....		6	Sugar and molasses	122,446 00
	1	Savannah	1	Philadelphia.....	1	do.....		1	do.....	34,932 00
	1	Maclias.....	1	New York.....	1	Lumber	2,408 00	1	Molasses.....	10,751 00
	2	Charleston.....	1	do.....	1	Boards.....	2,326 00	1	Sugar and melado.....	26,461 00
			1	Charleston.....	1	Assorted	981 00	1	Sugar	9,649 00
	1	Lumber	1	Baltimore.....	1	Lumber	1,219 00	1	Sugar and molasses.....	17,389 00
	1	New Orleans.....	1	Charleston.....	1	Empty barrels.....	1,489 00	1	do.....	14,800 00
	1	San Juan de Cuba.	1	New York	1	Ballast.....		1	Molasses.....	10,593 00
	1	Portland	1	do.....	1	Assorted	3,259 00	1	Sugar and melado.....	18,401 00
	1	Cadiz	1	do.....				1	Sugar and molasses	50,266 00
1	Aspinwall	1	Baltimore.....	1			1	Sugar and melado	34,144 00	
	48	.....	48	.....	.....	130,405 00	48	.....	906,712 00	
Quarter ending June 30. 										

Entered: 6 barques, 11 brigs, 7
schooners.
Cleared: 6 barques, 11 brigs, 7
schooners.
Agg. tonnage entered: 7,467 55 95
tons.

Entered: 6 barques, 7 brigs, 3
schooners.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued

SPAIN.

371

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.			CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.			Value.	Description.	Value.
SPAIN.	14	New York.....	10	New York.....	6	Cooperage.....	14	Sugar and molasses.....	Entered: 2 ships, 21 brigs, 18 barques, 11 schooners.
SAGUA LA GRANDE. (Trinidad de Cuba Con- sulate.)					3	Shooks, hoops, corn, ma- chinery, railroad iron.....			Cleared: 2 ships, 21 brigs, 18 barques, 11 schooners.
J. P. C. Thompson. Quarter ending March 31, 1857.					1	Ballast.....			Agg. tonnage entered: 15,382 74.95 tons.
					1	Railroad iron.....			
					1	Ballast.....			
					1	Cooperage and sundries.....			
					1	Ballast.....			
	3	Boston.....	2	Boston.....	2	Cooperage.....			
					1	New York.....			
	1	Portland.....	1	....do.....	1	Shooks.....			
	2	Wilmington.....	2	....do.....	2	Yellow pine.....			
	4	Mobile.....	2	....do.....	2	....do.....			
					1	Ballast.....			
					1	Sundries.....			
	3	Matanzas.....	1	New Orleans.....	1	Sugar.....			
					1	Baltimore.....			
					1	New York.....			
					1	New Orleans.....			
					1	Boston.....			
	16	Havana.....	10	New York.....	8	....do.....			
					2	....do.....			
					1	Rigging.....			
					1	Empty barrels.....			
					2	Ballast.....			
					2	....do.....			
					1	....do.....			
	1	Valencia, (Spain).....	1	New York.....	1	Empty barrels.....			
	3	New Orleans.....	1	Remedios.....	1	....do.....			
					1	Empty barrels.....			
					1	....do.....			
					1	Ballast.....			
	1	Charleston.....	1	Charleston.....	1	Pitch pine lumber.....			
	2	Baltimore.....	1	Baltimore.....	2	Coal.....			
					1	....do.....			
	1	Key West.....	1	London.....	1	Ballast.....			

NOTE.—Total quantity of sugar
exported, 16,164 hog-heads, 649
tierces, 729 barrels, and 1,431
boxes. Total quantity of molas-
ses exported, 4,986 hog-heads,
213 tierces, and 1,717 barrels.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

SPAIN.

373

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
SPAIN. SAGUA LA GRANDE. (Trinidad de Cuba Con- sulate.) J. P. C. Thompson. Quarter ending June 30, 1857—Continued.	1	Machias.....	1	Boston	1	Boards.....	.....	.....	.....	.....
	1	Santander.....	1	New York	1	Ballast .....	.....	1	Sugar and molasses.....	.....
	45	.....	45	.....	45	.....	.....	45	.....	.....
	2	Boston	1	Boston	1	Ballast .....	.....	1	Molasses .....	.....
	2	Mobile	1	New York	1	.....do.....	.....	1	Sugar and molasses.....	.....
	1	Matanzas.....	1	Key West.....	1	Lumber, 108,000 feet.....	.....	1	Molasses .....	.....
	2	New York.....	1	New York.....	1	Lumber, 72,000 feet.....	.....	1	Ballast .....	.....
	1	Boston	1	New York.....	1	Ballast .....	.....	1	Sugar .....	.....
	2	New York.....	2	New York.....	1	Cooperage, stock, and rail- road cars .....	.....	2	Sugar and molasses.....	.....
	1	Boston	1	New York.....	1	General cargo and railroad cars.....	.....	1	Sugar and molasses.....	.....
CIENFUEGOS. (Trinidad de Cuba con- sulate.) Charles D. Fowler. Quarter ending Dec. 31, 1856.	8	.....	8	.....	8	General cargo and cooperage .....	.....	1	Sugar and molasses.....	.....
	5	Boston	5	Boston	1	General .....	.....	1	Sugar.....	.....
	1	La Guayra.....	1	Boston	1	.....do.....	.....	1	General.....	.....
	1	Caracas.....	1	.....do.....	2	.....do.....	.....	2	Sugar and molasses.....	.....
	2	New York.....	2	New York	1	Cooperage stock.....	.....	1	Molasses .....	.....
	1	Machias.....	1	.....do.....	1	Ballast .....	.....	1	Sugar .....	.....
	2	Philadelphia.....	2	New York	1	Salt.....	.....	1	Sugar .....	.....
	1	New York.....	1	.....do.....	2	General .....	.....	2	Molasses .....	.....
	1	New York.....	1	Philadelphia.....	1	Lumber .....	.....	1	Sugar and molasses.....	.....
	1	New York.....	1	.....do.....	1	General.....	.....	1	.....do.....	.....
Entered: 1 ship, 5 barques, 2 schooners. Cleared: 1 ship, 5 barques, 2 schooners. Agg. tonnage entered: 2,244 30.95 tons.										

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
SPAIN. CIENFUEGOS. (Trinidad de Cuba Con- sulate.) Charles D. Fowler. Quarter ending Dec. 31, 1856—Continued.	1	Boston	1	Santa Cruz	1	General.....	.....	1	Ballast .....	.....
	1	New York	1	Baltimore.....	1	do.....	.....	1	Copper ore .....	.....
	15	.....	15	.....	15	.....	.....	15	.....	.....
	5	Havana.....	3	New York	3	Ballast.....	.....	3	Sugar	\$90,659 55
	7	Philadelphia	2	New Orleans.....	2	do.....	.....	2	Sugar and molasses.....	24,419 15
	4	Portland.....	7	Philadelphia....	3	General cargo	\$8,113 00	6	do.....	168,362 19
	9	Boston.....	3	.....	3	Cooperage.....	11,567 15	1	Sugar	30,760 00
	4	Portland.....	2	New York	2	Ballast .....	.....	2	.....	.....
	2	Philadelphia....	2	Philadelphia....	2	General cargo and cooperage..	6,620 99	2	Sugar and molasses.....	23,920 00
	9	Boston.....	2	Philadelphia....	2	do.....	9,087 21	2	.....	29,061 00
Quarter ending March 31, 1857.	3	Charleston.....	6	Boston	6	General cargo.....	6,892 17	9	.....	.....
	27	New York.....	1	New York	1	Cooperage.....	27,418 57	9	Sugar and molasses.....	184,292 37
	1	Charleston.....	3	Charleston.....	1	Ballast .....	.....	1	.....	.....
	1	Charleston.....	1	Provisions.....	1	Sugar .....	.....	1	Sugar and molasses.....	18,560 00
	1	Charleston.....	1	Rice	1	Sugar	10,105 92	1	Sugar	11,607 00
	1	Charleston.....	1	Ballast	1	Sugar and molasses.....	.....	1	Sugar and molasses.....	17,502 00
	1	Charleston.....	7	General cargo.....	7	General cargo.....	27,596 60	5	Sugar and molasses.....	143,965 25
	11	New York	11	Cooperage and lumber.....	11	Cooperage and lumber.....	51,337 13	2	Molasses and sundries .....	.....
	7	New York	7	Ballast	7	Sugar and molasses.....	.....	11	Sugar and molasses.....	320,030 00
	2	Boston.....	2	Cooperage and lumber.....	2	Cooperage and lumber.....	6,295 1	7	do.....	187,048 00
Charles D. Fowler. Quarter ending Dec. 31, 1856—Continued.	1	St. Jago.....	2	Boston.....	2	Cooperage and lumber.....	.....	2	do.....	44,201 00
	1	Jamaica.....	1	New York	1	Ballast .....	.....	2	do.....	21,672 10
	4	St. Thomas.....	1	New York	1	do.....	.....	1	Sugar	35,101 00
	1	St. Thomas.....	1	Boston	1	do.....	.....	1	do.....	22,810 32
	2	Philadelphia....	4	Philadelphia....	4	Ballast .....	.....	1	Sugar	30,990 00
	1	New York.....	1	New York.....	1	do.....	.....	1	do.....	26,250 00
	3	New York.....	3	New York.....	3	do.....	.....	2	Sugar .....	.....
	4	Trinidad.....	4	New York.....	4	Ballast .....	.....	2	Sugar and molasses.....	.....
	1	Philadelphia....	1	Philadelphia....	1	do.....	.....	1	General cargo .....	.....
	1	Philadelphia....	1	Philadelphia....	1	Ballast .....	.....	1	Sugar and molasses.....	.....
Aggregate tonnage entered: 21,461 tons.										

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES--Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.	Value.			
	No. of Vessels.	Where from.		No. of Vessels.	Description				Value.	Description.	Value.
SPAIN. CIENFUEGOS. <i>(Trinidad de Cuba Con- sulate.)</i> <i>Charles D. Foster.</i> Quarter ending March 31, 1857—Continued.	2	Lisbon	2	New York	1	Ballast .....	.....	2	Sugar and molasses ..	\$65,494 50
	5	New Orleans.....	3	New Orleans	1	General cargo	\$7,520 00	2	Sugar and molasses.....	44,865 00
					2	.....do.....	19,356 39	1	.....do.....do.....	37,910 10
					1	Ballast .....	.....	1	Molasses.....	10,216 16
					1	General cargo.....	9,615 20	1	Sugar	28,309 00
					1	Ballast .....	.....	1	Molasses.....	8,115 00
					1	.....do.....	.....	1	Sugar	31,006 10
					1	General.....	5,799 00	1	Sugar	15,825 00
					1	Lumber .....	.....	1	Sugar	21,800 57
					1	.....do.....	3,672 15	1	Sugar	18,355 00
Quarter ending June 30.	1	Kingston	1	New York	1	Ballast .....	.....	1	Sugar	27,317 00
	1	New Granada	1	New York.....	1	.....do.....	.....	1	Sugar and molasses	25,699 00
	79	.....	79	.....	79	.....	210,856 58	79	.....	1,765,963 36
	2	Martinique	1	New York.	1	Ballast .....	.....	1	Sugar	17,790 50
	10	Boston	1	Savannah	1	.....do.....	.....	1	Ballast .....	.....
			9	Boston	5	General cargo.....	28,327 00	5	Sugar and molasses.....	102,567 00
					4	Cooperage.....	10,238 37	4	.....do.....do.....	92,129 13
					1	.....do.....	2,602 37	1	Sugar.....	32,719 00
	1	Turk's Island.....	1	New York	1	Ballast .....	.....	1	Molasses	29,614 40
	4	Charleston.....	1	New York	1	.....do.....	4,717 60	1	Sugar.....	18,616 00
	1	Charleston.....	1	New York	1	Lumber .....	.....	1	Sugar.....	.....
	1	Havana.....	1	Charleston.....	1	Ballast .....	.....	1	Ballast .....	.....
	3	Havana	3	New York	1	Cooperage	3,971 00	3	Sugar and molasses.....	125,014 19
					1	Ballast .....	.....	.....	.....	.....
					1	General .....	.....	.....	.....	.....
10	New York	1	New York	1	Cooperage.....	3,575 75	1	.....	.....
		9	New York	6	General cargo.....	32,488 86	9	Sugar and molasses	211,469 80	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

SPAIN.

377

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		Where from.	CLEARED.		INWARD.				
	No. of Vessels.	No. of Vessels.		No. of Vessels.	Where for.	No. of Vessels.	Description.		Value.	
SPAIN. CIENFUEGOS. (Trinidad de Cuba Con- sulate.) Charles D. Fowler. Quarter ending June 30, 1857—Continued.	1	1	St. Mary's.....	1	New York.....	Lumber.....	\$9,617 00	1	Sugar.....	\$33,761 97
	3	1	Curacoa.....	1	Havana.....	Ballast.....	.....	1	Ballast.....	22,819 00
		1		1	New York.....	.....do.....	.....	1	Sugar and molasses.....	29,718 00
		1		1	New York.....	Salt.....	.....	1	Sugar.....	42,785 25
	2	2	Georgetown, S.C.....	2	Philadelphia.....	Lumber.....	10,532 46	2	Sugar and molasses.....	.....
	1	1	Lisbon.....	1	New York.....	Ballast.....	.....	1	Ballast.....	.....
	1	1	Rum Keys.....	1	Jamaica.....	.....do.....	.....	1	.....do.....	.....
	78	78	.....	78	.....	.....	230,845 92	78	.....	1,658,434 80
	2	1	Boston.....	1	Boston.....	General cargo.....	14,065 00	1	Sugar and molasses.....	18,212 65
	2	1	New York.....	1	New York.....	.....do.....	3,652 96	1	Molasses.....	10,212 05
Quarter ending Sept. 30. Charles D. Fowler. Quarter ending Dec. 31, 1856.	2	1	New York.....	1	.....do.....	.....do.....	22,800 75	1	In port.....	11,200 00
	1	1	Philadelphia.....	1	In port.....	.....do.....	17,678 59	1	Sugar.....	24,491 59
	1	1	Wilmington.....	1	Boston.....	.....do.....	1,600 00	1	Sugar.....	.....
	6	6	.....	6	Wilmington.....	Lumber.....	59,797 30	1	Ballast.....	.....
						.....	.....	6	.....	64,119 39
	1	1	Boston.....	1	Boston.....	Shooks and sundries.....	5,500 00	1	Sugar, 181 bbls.; molasses, 128 bbls.....	18,642 00
	1	1	New York.....	1	New York.....	Machinery, &c.....	8,500 00	1	Sugar, 216 bbls. 19 tcs.; mo- lasses, 93 bbls.; honey, 21 tcs	16,065 00
	1	1	.....do.....	1	Atakapas.....	Hogshcad shooks.....	3,000 00	1	Ballast.....	.....
	3	3	.....	3	.....	.....	17,000 00	3	.....	31,708 00
					
REMISSIONS. (Trinidad de Cuba Con- sulate.) Charles D. Fowler. Quarter ending Dec. 31, 1856.										

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		Where for.	INWARD.		OUTWARD.	Value.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.				No. of Vessels.	Description.	Value.
SPAIN. REMEDIOS. (Trinidad de Cuba Con- sulade.) Quarter ending Mar. 31, 1857.	3	Boston	3	Boston	2	Shooks, machinery, &c	\$23,046 00	3	Sugar, &c	\$58,491 00	Entered: 4 barques, 8 brigs, 5 schooners.
	3	Jacksonville	2	do	1	Assorted	7,381 00	1	Lumber	17,394 00	Cleared: 4 barques, 8 brigs, 5 schooners.
	1	Sagua la Grande ..	1	New York	2	do	2,641 00	1	Sugar	10,630 00	Aggregate tonnage entered: 4,479 tons.
	5	Havana	1	do	1	Ballast .....	.....	1	do	78,685 00	
			2	Boston	2	Sugar, &c .....	.....	2	Sugar, &c	32,750 00	
			1	Richmond	5	do .....	.....	1	do .....	.....
			1	New Orleans	1	Hoops and barrels .....	.....	1	Sugar and molasses	32,305 00	
	1	New Orleans	1	New York	1	Sugar	41,100 00	1	Sugar	41,100 00	
	3	New York	3	New York	2	Assorted, (1 not given)	3,000 00	1	Sugar, &c	41,581 00	
	1	Cardenas	1	New Orleans	1	Shooks, &c .....	.....	3	Sugar and molasses .....	.....
Quarter ending June 30.	17	.....	17	.....	17	Ballast .....	.....	1	Sugar	313,036 00	Entered: 8 barques, 13 brigs, 6 schooners.
	13	Havana	6	New York	5	Ballast .....	.....	6	Sugar and molasses	129,513 00	Cleared: 8 barques, 13 brigs, 6 schooners.
			1	Philadelphia	1	Assorted .....	.....	1	Sugar	23,435 00	Aggregate tonnage entered: 6,647 tons.
			1	Portland	1	Ballast .....	.....	1	do	22,223 00	
			1	New Orleans	1	do .....	.....	1	Sugar and molasses	18,225 00	
			2	Boston	2	do .....	.....	2	do	34,784 00	
			1	Baltimore	1	do .....	.....	1	do	17,096 00	
			1	London	1	do .....	.....	1	Timber .....	.....
	4	New York	3	New York	1	Sundries .....	.....	1	Sugar and molasses	27,725 00	
					1	Assorted .....	.....	1	do	22,483 00	
			1	Philadelphia	1	Shooks .....	.....	1	do	39,068 00	
	4	Boston	4	Boston	1	Sundries .....	.....	1	do	21,685 00	
			2	Assorted	4	do .....	.....	4	do	80,596 00	
			1	Sundries	1	Sundries .....	.....	.....	.....	.....
			1	Ice	1	Ice .....	.....	.....	.....	.....
			1	Ballast	1	Ballast .....	.....	1	Molasses	9,580 00	
	1	Cardenas	1	Boston	1	Lumber	483 00	1	Sugar	31,875 00	
					
					
					

Quarter ending June
30.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.		Value.		
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.			Description.
SPAIN.										
REMEDIOS.										
(Trinidad de Cuba Con- sulate.)										
Quarter ending June 30, 1857.—Continued.	1	Bangor	1	Boston	1	Lumber	1	Molasses	\$14,000 00
	2	Jacksonville	2	New York	2	do	2	Sugar and molasses	40,233 00
	1	Matanzas	1	Falmouth	1	Ballast	1	Sugar	26,251 00
	27	27	27	588,782 00
Quarter ending Sep- tember 30.	1	Wilmington	1	Boston	1	Lumber	1	Molasses, 267 blds.	9,583 00
	1	Havana	1	New York	1	Ballast	1	Sugar, 745 blds; honey, 74 tierces	71,271 00
	1	Matanzas	1	Boston	1	do	1	Sugar
	4	New York	3	New York	1	Assorted	1	Syrup
					1	do	1	Sugar and molasses	14,872 00
					1	do	1	Ballast
	1	Machias	1	Havana	1	Lumber	1	Molasses
	1	Matunoras	1	Boston	1	Ballast	1	Ballast
	9	9	9	9	95,736 00
ST. JAGO DE CUBA.										
Stephen Cochran.										
Quarter ending Dec. 31, 1856.	2	Baltimore	2	Baltimore	2	Provisions and machinery	2	Not reported
	3	New York	3	New York	3	Provisions	3	do
	3	Boston	2	Trinidad de Cuba	2	Rice	2	do
	2	Philadelphia	2	Santa Cruz	1	Provisions and lumber	1	do
	2	Charleston, S. C.	1	Charleston, S. C.	1	Assorted	1	do
	1	Savannah	1	Mobile	1	Codfish	1	do
	1	Bristol, R. I.	1	Bristol, R. I.	1	Lumber	1	do
					1	Provisions and shooks	1	do

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	No. of Vessels.	Where from.	Where for.	INWARD.		OUTWARD.			
				No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
SPAIN. ST. JAGO DE CUBA. Stephen Cochran. Quarter ending Dec. 31, 1856—Continued.				1	Ice	\$2,000 00	1	Not reported.....	.....
				1	Laborers & materials for railroad	10,000 00	1	do.....	.....
	14			14	.....	94,500 00	14	.....	.....
				7	Provisions, lumber, machinery, shooks	37,700 09	7	Sugar, tobacco, honey.....	\$121,775 00
Quarter ending Mar. 31, 1857.		New York	New York	1	Shooks and provisions	5,000 60	1	Ballast.....	.....
	1	St. Thomas.....	Cienfuegos	1	do.....	.....	1	Ballast .....	.....
	5	Boston	Havana.....	1	Lumber	5,000 00	1	Inward cargo .....	.....
			Boston	1	Provisions.....	5,000 00	1	Sugar.....	12,620 41
			New York	1	Provisions and lumber.....	6,000 00	1	Run, tobacco, honey, sugar..	31,931 69
			Manzanillo	1	Provisions and shoeks	6,000 00	1	Ballast .....	.....
			Trinidad	1	Ice	2,500 00	1	do.....	.....
	1	Bristol	Jamaica.....	1	Potatoes and onions .....	.....	1	do.....	.....
	1	Dominica	Baltimore	1	Provisions.....	4,500 00	1	Honey, coffee, sugar	20,255 29
	1	Newfoundland ..	Baltimore	1	Codfish.....	8,500 00	1	Copper-ore and sugar.....	16,251 27
	2	Cardiff	New York	2	Coal.....	.....	2	Sugar	121,567 65
	1	Norfolk.....	Boston.....	1	Shooks	4,000 00	1	do.....	14,290 68
	2	Charleston	Charleston	2	Rice	14,000 00	2	Cigars, tobacco, and sugar ..	20,904 29
	2	Savannah.....	Baltimore	1	Coal	2,000 00	1	Honey and sugar.....	20,904 32
			New York	1	Lumber	7,000 00	1	Tobacco, coffee, and sugar...	35,200 87
	1	Baltimore.....	Baltimore	1	Provisions	6,000 00	1	Sugar	18,789 50
	1	Philadelphia	Philadelphia	1	Provisions and machinery ..	12,000 00	1	Coffee and sugar.....	6,602 97
1	New Haven	Bara oa.....	1	Provisions	3,000 00	1	Ballast .....	.....
1	Georgetown, S. C.	New York.....	1	Lumber	6,000 00	1	Tobacco and sugar.....	17,788 71	
	29			29	.....	124,200 00	29	.....	459,882 65
Quarter ending June 30.	12	New York	New York	10	Provisions and shoeks, lumber	77,000 00	10	Sugar, tobacco, molasses.....	211,236 00
			Charleston.....	1	Provisions.....	4,000 00	1	Sugar	11,237 72
			In port.....	1	do.....	5,000 00	1	In port.....	.....
								Entered: 17 brigs, 6 schooners. Cleared: 15 brigs, 4 schooners; 4 in port.	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

SPAIN.

381

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		No. of Vessels.	INWARD.		No. of Vessels.	OUTWARD.				
	Where from.	Where for.		Description.	Value.		Description.		Value.		
SPAIN. ST. JAGO DE CUBA. <i>Stephen Cochran.</i> Quarter ending June 30, 1857—Continued.	No. of Vessels.	Philadelphia.....	1	Philadelphia.....	1	Provisions and machinery....	\$30,500 00	1	Cigars and sugar.....	\$19,753 92	Aggregate tonnage entered : 6,508 tons.
	2	In port.....	1	Provisions.....	1	Provisions.....	5,500 00	1	In port.....	.....
	4	Charleston.....	4	Charleston.....	4	Rice, timber, and provisions..	13,900 00	4	Sugar.....	56,477 12	
	1	Bermuda.....	1	New York.....	1	Ballast.....	.....	1	do.....	28,616 06	
	2	Portland.....	1	do.....	1	Provisions and shooks.....	6,500 00	1	do.....	9,182 69	
	1	Cardiff.....	1	In port.....	1	Lumber.....	4,000 00	1	In port.....	.....
	2	Jamaica.....	1	New York.....	1	Coal.....	.....	1	Sugar and lot of old types....	37,257 75	
	1	Carthagena.....	1	Baltimore..	1	Ballast.....	.....	1	Sugar.....	8,237 02	
	1	Mobile.....	1	Boston.....	1	do.....	.....	1	do.....	33,927 15	
	2	Baltimore.....	1	New York.....	1	Lumber.....	.....	1	Molasses and honey.....	17,979 27	
	1	Norfolk.....	1	Baltimore.....	1	Provisions and lumber.....	9,000 00	1	Sugar.....	45,544 60	
	1	Boston.....	1	In port.....	1	Codfish.....	.....	1	In port.....	21,778 83	
	1	Havana.....	1	Havana.....	1	Shooks.....	.....	1	Inward cargo.....	.....
1	Philadelphia.....	1	Provisions.....	1	Provisions.....	6,000 00	1	Sugar and cigars.....	17,204 14		
1	Havana.....	1	New York.....	1	Ballast.....	.....	1	Sugar.....	37,472 28		
1	Aspinwall.....	1	Baltimore.....	1	do.....	.....	1	do.....	33,080 92		
1	Antigua.....	1	New York.....	1	do.....	.....	1	do.....	6,000 00		
Quarter ending Sept. 30	33	.....	33	.....	33	.....	150,700 00	33	.....	408,014 11	Entered : 3 barques, 4 brigs, 1 schooner; 5 in port.
	5	In port.....	1	Philadelphia.....	1	In port.....	.....	1	Sugar, tobacco, &c.....	33,810 00	Cleared : 3 barques, 4 brigs, 1 schooner; 5 not classified.
			1	Liverpool.....	1	do.....	.....	1	Sugar, rum, &c.....	41,866 41	Aggregate tonnage entered : 1,620 tons.
			1	New York.....	1	do.....	.....	1	Sugar and tobacco.....	16,351 49	
			1	Baltimore.....	1	do.....	.....	1	Sugar, copper ore, &c.....	30,503 20	
			1	Portland.....	1	do.....	.....	1	Sugar and molasses.....	99,924 65	
	5	New York.....	1	Manzanilla.....	1	Assorted cargo.....	10,000 00	1	Ballast.....	7,688 05	
			3	New York.....	3	Provisions and shooks, hoops.	17,600 00	3	Sugar, tobacco, and mahogany	.....
			1	Turk's Island.....	1	Provisions.....	9,000 00	1	Ballast.....	.....
	1	Charleston.....	1	Boston.....	1	Lumber.....	1,500 00	1	Muscovado sugar.....	.....
	1	Boston.....	1	Manzanilla.....	1	Ice.....	1,500 00	1	Ballast.....	.....
	1	Philadelphia.....	1	Philadelphia.....	1	Provisions and machinery....	15,000 00	1	Sugar and cigars.....	22,354 17	
	13	.....	13	.....	13	.....	51,600 00	13	.....	162,557 97	

NOTE.—Two British vessels also sailed for the United States during the quarter, viz: 1 to New York, 1 to Baltimore, laden with sugar, amounting in value to \$39,810 59.

Entered: 3 barques, 4 brigs, 1 schooner; 5 in port.
Cleared: 3 barques, 4 brigs, 1 schooner; 5 not classified.
Aggregate tonnage entered: 1,620 tons.

NOTE.—Two British vessels also sailed for the United States during the quarter, viz: 1 to New York, 1 to Baltimore, laden with sugar, amounting in value to \$29,510 39.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

SPAIN

383

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		Cleared.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
SPAIN.									
NUEVITAS. (St. Jago de Cuba Con- sulate.) R. Gibbs.									No return.
Quarter ending March 31, 1857.		No return.....							
Quarter ending June 30.		No return.....							No return.
Quarter ending Sept. 30.		No return.....							No return.
ST. JOHN'S, (PORTO RICO.) George Latimer.									
Quarter ending Dec. 31, 1856.	4	New York.....	2	Mayaguez.....	2	Provisions, lumber, furniture, machinery, &c.....	\$30,000 00	2	Part of inward.....
	2	Baltimore.....	2	Baltimore.....	2	Ice, provisions, machinery, &c.	16,000 00	1	Sugar and molasses.....
	2	Baltimore.....	2	Baltimore.....	2	Flour and provisions.....	23,100 00	1	.....do.....do.....
	2	Boston.....	1	Gonaives.....	1	Ice, provisions, hoops, & fruits	2,500 00	2	.....do.....do.....
			1	New York.. ..	1	Ice and provisions.....	2,000 00	1	Ballast.....
	8		8					1	Oranges.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

SPAIN.

385

COUNTRY, CONSUL, AND NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	No. of Vessels.	Where from.	Where to.	INWARD.		OUTWARD.		Value.		
				No. of Vessels.	Description.	Value.	No. of Vessels.		Description.		Value.
SPAIN. ST. JOHN'S, (PORTO RICO.) <i>Charles Latimer.</i> Quarter ending Sept. 30, 1857.	5	In port.....	3	New York.....	3	In port.....	3	Sugar and molasses, rum...	\$70,024 36	Entered: 9 brigs, 2 schooners; 5 in port. Cleared: 4 brigs, 4 schooners; 2 in port. Aggregate tonnage entered: 797 22-95 tons.
			1	New Orleans.....	1	do.....	1	Sugar and molasses.....	39,538 75	
			1	Baltimore.....	1	do.....	1	Molasses.....	8,170 00	
	3	Baltimore.....	2	do.....	2	Provisions, shoals and specie	2	Sugar and molasses.....	35,770 82	
			1	In port.....	1	Flour, meal, &c.....	1	In port.....	.....
	2	New York.....	1	Mayaguez.....	1	Provisions and ice.....	1	Ballast.....	.....
			1	In port.....	1	Provisions, &c.....	1	In port.....	.....
	10	.....	10	.....	.....	59,400 00	10	.....	153,503 93
						
						
PONCE. <i>James C. Gallagher.</i> Quarter ending Dec. 31, 1856.	4	New York.....	6	New York.....	6	Shoals and provisions, &c....	5	Sugar and molasses.....	53,840 00	Entered: 2 barques, 8 brigs, 4 schooners. Cleared: 2 barques, 8 brigs, 4 schooners. Aggregate tonnage entered: 2,791 2-95 tons.
	2	Baltimore.....	2	Baltimore.....	3	Lumber, white and pitch pine.	2	Sugar.....	46,320 00	
	1	Philadelphia.....	1	Philadelphia.....	1	Shoals and hoops.....	1	Molasses.....	15,020 00	
	1	Wilmington.....	1	Wilmington.....	1	Provisions and lumber.....	1	Sugar, molasses, wood, &c....	4,150 00	
	1	Portland.....	1	Mobile.....	1	Codfish.....	1	Sugar and molasses.....	.....
	1	Norfolk.....	1	Guaymilla, (P. R.).....	1	Shoals and machinery.....	4	Ballast.....	.....
	1	New Haven.....	1	St. Domingo.....	1	Ballast.....	.....	.....	.....
	3	Other ports.....	1	New York.....	.....	.....	.....	.....	.....
	14	.....	14	.....	.....	76,700 00	14	.....	119,330 00
						
Quarter ending March 31, 1857.		No return.....				.....		No return.	.....
						
Quarter ending June 30.		No return.....				.....		No return.	.....
						
Quarter ending Sept. 30.		No return.....				.....		No return.	.....
						

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
SPAIN. MAYAGUEZ. (Ponce Consulate.) T. Terrill. Quarter ending Dec. 31, 1856.	3	New York.....	6	Hayti.....	7	Provisions.....	\$42,900 00	1	Sugar and molasses.....	\$3,000 00
	2	Norfolk.....	3	New York.....	2	Slaves.....	7,300 00	1	Oranges.....	1,640 00
	2	Newburyport.....	1	Newburyport.....	1	Lumber.....	2,200 00	1	Sugar.....	.....
	2	Baltimore.....	1	Turk's Island.....	2	Sundries.....	7,800 00	.....	.....	.....
	1	Bangor.....	1	St. Thomas.....	1	Hides.....	.....	1	Hides.....	.....
	1	Jacksonville.....	1	Mobile.....	1	Ballast.....	.....	10	Ballast.....	.....
	3	Other ports.....	1	Arecibo.....	.....	.....	.....	.....	.....	.....
	14	.....	14	.....	14	.....	60,200 00	14	.....	4,010 00
	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.
	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.
GUAYAMA. (Ponce Consulate.) F. W. Preston. Quarter ending Dec. 31, 1856.	7	New York.....	10	.....	5	Cooperage, stock and pro- visions.....	22,227 00	1	Bay water and sugar.....	12,441 00
	2	Portland.....	1	In port.....	4	Provisions and machinery...	32,895 00	1	Provisions, machinery, (part of inward).....	.....
	1	Baltimore.....	.....	.....	1	Provision.....	8,318 00	8	Ballast.....	.....
	1	New Haven.....	.....	.....	1	Ballast.....	.....	1	In port.....	.....
	11	.....	11	.....	11	.....	64,440 00	11	.....	12,441 00
	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.
	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.
	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.
	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.
	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending March 31, 1857.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.

Entered: 3 barques, 7 brigs, 1 schooner.
Cleared: 3 barques, 6 brigs, 1 schooner, and 1 brig in port at close of quarter.
Aggregate tonnage entered: 2,225 16-95 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

SPAIN.

387

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.					
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.		Value.	
SPAIN. GUAYAMA. (Ponce Consulate.) F. W Preston. Quarter ending June 30, 1837.	.....	No return.	.....	.....	.....	.....	.....	.....	No return.
Quarter ending Sept. 30.	.....	No return.	.....	.....	.....	.....	.....	.....	No return.
MANILA. Olas, Griswold. Six months ending Dec. 31, 1856.	7 5 4 3 2 1 1 1 1 1 1 1 30	Hong Kong..... San Francisco... Melbourne..... Boston..... Cayayon..... Singapore..... New York..... Sydney..... Philadelphia.... Cardiff..... Amoy..... Foo-chou-foo... Panama..... Honolulu.....	23 7 30	Not reported..... In port.....	4 2 2 2 1 1 2 14 30	Specie..... Merchandise and specie..... Ballast and specie..... Tobacco, 21,779 quintals..... Merchandise..... Domestics and fire engine..... Coals..... Transit cargo..... Ballast.....	\$44,350 00 64,321 00 57,200 00 163,500 00 37,939 39 33,000 00 8,904 00 410,514 39	7 4 2 1 2 2 1 5 7 30	Hemp, sugar, hides, indigo, &c..... Hemp, sugar, indigo, &c..... Hemp, sugar, indigo, hides, sapan wood, &c..... Transit cargo and sugar, rice, cigars, coffee, and cordage.. Gun, cordage, cigars, and sa- pan wood..... Paddy, rice, biche de mer, cigars, indigo, &c..... Transit cargo..... Ballast..... In port..... 1,233,737 25	\$552,475 73 336,130 31 142,597 51 11,482 70 35,041 00 36,000 00	Entered: 24 ships, 6 barques. Cleared: 18 ships, 5 barques, and 6 ships and 1 barque in port. Aggregate tonnage entered: 21,976 tons. NOTE.—During the quarter 2 ves- sels under British flag sailed for New York with hemp, sugar, hides, indigo, &c., valued at \$304,089 95.
Quarter ending March 31, 1857.	.....	No return	.....	.....	.....	.....	.....	.....	No return.
Quarter ending June 30.	4	San Francisco...	1 1	New York..... London.....	1 1	Hemp, sugar, sapan wood, &c. Hemp, sugar, sapan wood, hides, &c.....	\$235,387 00 125,000 00	1 1	Entered: 27 ships, 6 barques, 1 schooner, and 6 ships in port. Cleared: 26 ships, 5 barques, 1 schooner, and 7 ships and 1 barque in port.		

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.						
	ENTERED.		CLEARED.	INWARD.		OUTWARD.		CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
SPAIN. MANILA. <i>Chas. Griswold,</i> Quarter ending June 30, 1857—Continued	1	Boston	1	Boston	1	Ice and merchandise.....	\$54,163 00	1	Sugar, hemp, sapan wood.....	\$122,965 00
	1	Adeleide	1	do	1	Ballast	1	do	70,736 00
	1	Honolulu.....	1	Cebu.....	1	do	1	Sapan wood	1,208 00
	1	Cape Town.....	1	Boston	1	do	1	Sugar, hemp.....	91,122 00
	40	40	40	562,629 40	40	2,830,242 00
Quarter ending Sept. 30.	No return	No return.
PORTUGAL. LISBON. <i>Nicolas Pike,</i> Quarter ending Dec. 31, 1856.	14	New York	4	Cape de Verd ...	3	Flour, 2,000 barrels; wheat, 15,036 bushels	27,050 00	1	Onions, 1,100 bundles; salt, 260 mois.	2,400 00
	2	New Orleans....	4	Rio de Janeiro... 2 New York	1	General	4,000 00	1	Cork and cream of tartar....	1,350 00
	1	Cardiff.....	2	St. Thomas	1	Flour.....	21,500 00	1	Vinegar, 75 pipes; onions, 475 bundles.....	1,300 00
	1	London	2	Cuba.....	1	Coals.....	3,700 00	1	Gun copal, 30 barrels.....	1,400 00
			2	New Orleans	2	Flour, 3,050 barrels; staves, 28,600	19,800 00	2	Onions, 350 bundles; and gar- bages.....	750 00
			1	Rio Grande.....	9	Wheat, flour, tobacco, staves, corn, rye, bark, &c.....	83,640 00	1	Wine, 50 pipes; onions, 55 bundles; and marble.....	7,550 00
			1	Moulmaria	1	General	1	Coals (same as inward)	3,700 00
	18	18	18	150,690 00	18	Ballast	18,450 00
Quarter ending March 31, 1857.	7	New York	5	St. Thomas.....	5	Wheat, flour, grain, rye, staves, &c.....	91,892 00	5	Ballast
	2	2	Rio de Janeiro...	1	Flour, corn, rye, &c.....	29,520 00	1	do.....
	1	1	Flour, 770 barrels; corn, 4,750 bags.....	14,890 00	1	General	3,500 00

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.			CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.				
	ENTERED.		CLEARED.	INWARD.		OUTWARD.					
	No. of Vessels.	Where from.		No. of Vessels.	Description.			Value.	Description.	Value.	
PORTUGAL, LISBON. <i>Nicas Pike.</i> Quarter ending March 31, 1857—Continued.	10	New York.	3	Cuba.	3	Flour, grain, staves, &c.					
			3	Havana.	3	Flour, wheat, corn, rye, staves, &c.	\$70,308 00		3	Ballast.	
			1	Messina.	1	Wheat, 11,324 bushels; staves, 5,000.	158,118 00		3	do.	
									1	do.	
			1	Gambia.	1	Flour, 11,000 barrels.	23,203 00				
			1	Cape Verd.	1	Flour, wheat, rye, &c.	7,040 00		1	do.	
			1	Benguela.	1	Flour and meal, 1,979 barrels	33,958 00		1	do.	
	1	New Orleans.	1	St. Thomas.	1	Flour, corn, and wheat.	12,890 00		1	do.	
	18	.....	18	.....	18	.....	22,774 00		1	do.	
							455,593 00				\$3,300 00
Quarter ending June 30.	2	New York.	1	Rio de Janeiro.	1	Flour, 770 barrels; corn, 4,750 bags.			1	General cargo.	3,500 00
			1	Cuba.	1	Flour, 1,500 barrels; grain, 6,369 bags; staves, 17,500.	14,890 00		1	Ballast.	
	1	New Orleans.	1	St. Thomas.	1	Flour, 1,400 barrels; corn, 4,197 sacks; wheat, 2,000 sacks; staves, 5,800.	23,388 00		1	do.	
	1	New York.	4	In port.	1	Flour, 1,603 barrels; rye, 4,110 bags; corn, 361 bags; staves, 7,800.	22,774 00		4	In port.	
	1	New Orleans.			1	Flour, 216 barrels; wheat, 11,675 bags.	20,161 00				
	2	New York.			2	Staves, 239,000.	69,212 00				
	7	.....	7	.....	7	.....	119,500 00				
							289,925 00		7		3,500 00
	Quarter ending Sept. 30.	4	In port.	4	Cadiz.	4	Ballast.			4	Ballast.
1		New York.	1	Cardiff.	1	Staves and rosin.	8,700 00		1	do.	
1		do.	1	New York.	1	Staves.	38,300 00		1		
1		do.	1	do.	1	Staves, rosin, and whalebone.	52,500 00		1	Salt and wine.	20,000 00
Entered: 4 ships, 2 barques, 1 brig. Cleared: 1 ship, 1 barque, 1 brig. Aggregate tonnage entered: 3,687 88-95dis tons.											
Entered: 4 ships, 3 barques, 1 brig, 2 schooners. Cleared: 4 ships, 2 barques, 1 schooner, 3 in port.											

Entered: 4 ships, 2 barques, 1 brig.
Cleared: 1 ship, 1 barque, 1 brig.
Aggregate tonnage entered: 3,687
88-95ths tons.

Entered: 4 ships, 3 barques, 1 brig,
2 schooners.
Cleared: 4 ships, 2 barques, 1
schooner, 3 in port.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

PORTUGAL.

391

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.		Value.
PORTUGAL. LISBON. <i>Nicholas Pike.</i> Quarter ending Sept. 30, 1857—Continued.	1	New York	1	In port.....	1	Staves.....	1	In port.....	Aggregate tonnage entered: 2,091 57-95 tons.
	1	do.....	1	Messina.....	1	Staves.....	1	do.....	\$26,000 00	
	1	Eastport.....	1	Corsica bay.....	1	Lumber.....	1	Ballast.....	30,000 00	
	10	.....	10	.....	10	.....	10	.....	157,500 00
FAVAL, (AZORES.) <i>Charles W. Dubney.</i> Quarter ending Dec. 31, 1856.	2	Boston.....	4	1	General cargo.....	3	Whaling implements.....	Entered: 1 ship, 1 barque, 1 brig, 3 barques and 1 brig in port. Cleared: 3 barques, 1 brig, 1 ship; 1 barque and 1 brig in port. Aggregate tonnage entered: 1,556 tons.
	1	London.....	3	In port.....	2	Lumber, 104,000 feet; fish, 560 quintals; domestics, &c., 18 bales.....	1	Sperm oil, 2,200 barrels.....	110,000 00	
	4	In port.....			4	In port.....	3	In port.....	7,430 00	
	7	.....	7	.....	7	.....	7	.....	7,430 00
Quarter ending March 31, 1857.	1	Boston.....	1	Boston.....	1	Lumber.....	1	Ballast.....	Entered: 1 barque, 2 brigs. Cleared: 1 brig, 2 in port. Aggregate tonnage entered: 808 tons.
	1	do.....	1	.....	1	Corn, flour, lumber, &c.....	1	do.....	\$600 00
	1	Norfolk.....	1	.....	1	Corn and flour.....	1	do.....	12,500 00
	3	.....	3	.....	3	.....	3	.....	7,500 00
									20,000 00	
Quarter ending June 30.	3	Cape Verdes.....	3	Whaling.....	3	Oil.....	3	Inward.....	1,340 00	Entered: 4 brigs, 4 barques, 1 schooner, 3 in port. Cleared: 2 ships, 4 barques, 4 brigs, 1 schooner, and 1 in port. Aggregate tonnage entered: 2,420 tons.
	1	Whaling.....	1	do.....	1	Oil.....	1	do.....	.....
	2	Messina.....	1	Philadelphia.....	1	Sicilian fruit.....	1	do.....	.....
	2	Boston.....	1	New York.....	1	do.....	1	do.....	.....
	1	Swansea.....	1	In port.....	1	Lumber, cordage, staves, &c.....	1	Wine, 200 quarter casks.....	1,050 00	
									5,800 00	
										9,600 00

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

PORTUGAL

393

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		CLEARED.	INWARD.		OUTWARD.					
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.	
PORTUGAL. MADEIRA. <i>J. Howard March.</i> Quarter ending Mar. 31, 1857.	1	Dover	1	Madras	1	Coals, 89 tons		1	Not reported		Entered: 1 schooner. Cleared: 1 schooner. Aggregate tonnage entered: 355 tons.
Quarter ending June 30.	1	Boston	1	Gibraltar	1	Not reported		1	Did not land or receive cargo.		Entered: 1 brig. Cleared: 1 brig. Tonnage: 243 tons.
Quarter ending Sept. 30.	1	Bangor	1	New York	1	Lumber, 153,000 feet	3,000 00	1	Wine, 184 half pipes	\$29,500 00	Entered: 1 barque, 1 brig, 1 brig- antine.
	1	Savannah	1	West Indies	1	Put in for provisions		1	.....		Cleared: 1 barque, 1 brig, 1 brig- antine.
	1	New York	1	Rio de Janeiro ..	1	Flour, rice, lumber	1,890 00	1	.....		Aggregate tonnage entered: 678 tons.
	3	.....	3	.....	3	.....	4,890 00	3	.....	29,500 00	
ST. PAUL DE LOANDA. <i>John G. Willis.</i> Quarter ending Dec. 31, 1856.	1	In port at com- mencement of quarter	1	New York	1	Palm oil and gum copal		1	Palm and fish oil, and copal ..	15,000 00	Entered: 1 brig, 3 barques, 2 schooners.
	2	Benguela	1	do	1	Gum copal	2,000 00	1	Gum copal	4,000 00	In port at commencement of quar- ter: 1 brig.
	1	Congo river	1	Congo river	1	do	4,000 00	1	do	4,000 00	Cleared: 2 brigs, 3 barques, 2 schooners.
	1	Salem	1	Benguela	1	Gum, oil, and ivory	12,000 00	1	Gum, oil, and ivory	20,000 00	Aggregate tonnage entered: 1,332 tons.
	1	Whaling	1	Whaling	1	Dry goods, flour, &c.	12,000 00	1	Dry goods, flour, &c.	3,500 00	
	1	New York	1	New London	1	Sperm oil		1	Oil		
	7	.....	7	.....	7	Dry goods, flour, &c.	6,000 00	1	Oil		
						.....	36,000 00	7	.....	46,500 00	
<i>Simon Stodder.</i> Six months ending June 30, 1857.	1	New York	1	New London	1	Dry goods	6,000 00	1	Palm oil, gum, &c.	7,000 00	Entered: 9 barques, 1 brig, 3 schooners.
	1	Benguela	1	Sidon	1	Gum and fish oil	3,000 00	1	do	12,000 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		No. of Vessels.	CLEARED.		INWARD.		OUTWARD.		Value.	
	No. of Vessels.	Where from.		No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		
PORTUGAL. ST. PAUL DE LOANDA. <i>Samuel Stodder.</i> Six months ending June 30, 1857—Con- tinued.	1	Benguela.....	1	Congo river.....	1	Gum and palm oil.....	\$3,000 00	1	Palm oil, gum, &c.....	\$3,000 00	Cleared: 8 barques, 1 brig, 2 schooners, 1 sold, 1 in port. Aggregate tonnage entered: 3,364 tons.
	1	Salem.....	1	Benguela.....	1	Dry goods, flour, &c.....	22,000 00	1	Part inward.....	5,000 00	
	1	.....do.....	1	.....do.....	1	.....do.....do.....	6,000 00	1	Gum copal and palm oil.....	10,000 00
	1	.....do.....	1	.....do.....	1	.....do.....do.....	13,000 00	1	Inward.....	4,000 00
	1	Congo river.....	1	Salem.....	1	Gum and oil.....	3,000 00	1	Palm oil and gum.....	14,000 00	
	1	.....	1	In port.....	1	In port.....	.....	1	In port.....	.....
	1	Boston.....	1	Ambriz.....	1	Dry goods, &c.....	50,000 00	1	Inward.....	10,000 00	
	1	.....do.....	1	Ambrizette.....	1	Powder and lumber.....	2,500 00	1	.....do.....	1,000 00
	1	.....do.....	1	St. Thomas.....	1	Dry goods, &c.....	40,000 00	1	.....do.....	15,000 00
	1	Ambrizette.....	1	Sold.....	1	Sold.....	.....	1	Sold.....	.....
	1	Stonington.....	1	Gaboon.....	1	Dry goods, &c.....	10,000 00	1	Inward.....	10,000 00	
	13	.....	13	.....	.....	.....	158,500 00	13	.....	91,000 00
Quarter ending Sept. 30.	4	Boston.....	1	Boston.....	1	Assorted merchandise.....	40,000 00	1	Gum copal and palm oil.....	30,000 00	Entered: 9 barques, 2 brigs. Cleared: 8 barques, 2 brigs, 1 in port. Aggregate tonnage entered: 3,069 tons.
			2	River Congo.....	1	.....do.....do.....	50,000 00	1	Part inward.....	10,000 00
			1		1	.....	.....	1	.....	.....
	2	New York.....	1	St. Thomas Island	1	.....	.....	1	Merchandise from U. States..	20,000 00
			2	New York.....	1	Assorted merchandise.....	30,000 00	1	Gum copal and palm oil.....	30,000 00	
	2	Benguela.....	1	Salem.....	1	.....	.....	1	Gum copal and fish oil.....	18,000 00
			1	New York.....	1	Assorted merchandise.....	13,000 00	1	Gum copal and palm oil.....	10,000 00	
	2	Salem.....	1	Benguela.....	1	Assorted mds. from U. States	13,000 00	1	Gum copal and fish oil.....	18,000 00	
			1	River Congo.....	1	Assorted merchandise.....	12,000 00	1	Assorted merchandise.....	3,000 00	
	1	River Congo.....	1	In port.....	1	Ballast.....	.....	1	Ballast.....	.....
			11	.....	11	.....	158,000 00	11	In port.....	.....
				.....	.....	.....	.....	.....	.....	139,000 00

Quarter ending Sept. 30.

Entered: 9 barques, 2 brigs.
Cleared: 8 barques, 2 brigs, 1 in port.

Aggregate tonnage entered: 3,069 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

BELGIUM.

395

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels	Where from.	No. of Vessels	Where for.	No. of Vessels	Description.	Value.	No. of Vessels		Description.	Value.
BELGIUM. ANTWERP. <i>A. D. Gail.</i> Quarter ending Dec. 31, 1886.	9	In port	8	New York.....	9	In port			12	Goods and passengers.....	.....
	10	New York.....	2	Boston.....	10	General cargo.....			5	Ballast.....	.....
	1	Akyab.....	3	Cardiff.....	1	Rice .....					.....
	2	Callao.....	1	Charleston.....	2	Guanó.....			2	Sold.....	.....
	1	SantaCruz deCuba	3	New Orleans	1	Timber.....					.....
	1	New Orleans	2	Sold.....	1	Cotton			5	In port .....	.....
			5	In port .....							.....
	24	.....	24	.....	24	.....			24	.....	.....
										
										
Quarter ending March 31, 1887.	5	In port	1	Boston	5	In port			8	Goods and passengers.....	.....
	6	New York.....	1	New Orleans	6	General cargo			1	Ballast.....	.....
	2	Charleston.....	7	New York.....	2	Cotton and rice.....			7	In port.....	.....
	1	SantaCruz deCuba	1	Timber.....	1	Timber .....					.....
	1	Buenos Ayres.....	7	In port	2	General cargo.....					.....
	16	.....	16	.....	16	.....			16	.....	.....
										
										
										
										
Quarter ending June 30.	7	In port	3	Shields.....	16	General cargo.....			7	General cargo.....	.....
	8	New York.....	2	Cardiff.....	4	Cotton			12	Goods and passengers.....	.....
	8	Buenos Ayres.....	13	New York	4	Tobacco, cotton, and staves.....			7	Ballast.....	.....
	2	Callao.....	3	Boston.....	1	Cotton and logwood			12	In port.....	.....
	7	New Orleans.....	3	Havana.....	4	Cotton, tobacco, and rosin.....					.....
	2	Mobile.....	1	Bangor.....	2	Guanó.....					.....
	1	Apalachicola	1	Genoa.....	7	In port .....					.....
	1	Calcutta.....	12	In port.....							.....
	1	Charleston.....									.....
	1	Boston .....									.....
	38	.....	38	.....	38	.....			38	.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
BELGIUM. ANTWERP. <i>A. D. Gall.</i> Quarter ending Sept. 30, 1857.	12	In por	9	New York	11	General cargo.....	11	Goods and passengers.....	Entered: 15 ships, 3 barques, 12 in port. Cleared: 15 ships, 6 barques, 1 brig, 8 in port. Aggregate tonnage entered: 13,982 tons.
	9	New York	2	Havana.....	1	Rice.....	.....	3	General cargo.....	.....
	1	City Point	2	Boston.....	1	Tobacco.....	.....	8	Ballast .....	.....
	2	New Orleans....	3	London	1	Guano.....	.....	8	In port.....	.....
	1	Singapore	3	Shields.....	2	Cotton, rice, tobacco, & staves	.....	.....	.....	.....
	1	Akyab.....	1	New Castle....	1	Logwood and horns.....	.....	.....	.....	.....
	2	Havana	1	Cardiff.....	1	Sugar and cigars.....	.....	.....	.....	.....
	1	Callao.....	1	Quebec.....	12	In port.....	.....	.....	.....	.....
	1	Buenos Ayres....	8	In port .....	.....	.....	.....	.....	.....	.....
	30	.....	30	.....	30	.....	.....	30	.....	.....
HOLLAND. ROTTERDAM. <i>William S. Campbell.</i> Quarter ending Dec. 31, 1856.	4	New York.....	2	New York.....	5	Rosin, 9,263 barrels; flour, 909 barrels; ashes, 72 bar- rels; turpentine, 75; to- bacco, 2,316 hogsheds; staves, 39,443; rice, 50 bags; bark, 367 bags; wood, 299 tons; honey, 46 bar- rels; cedar, 20 pieces; ex- tract wood, 300 bags; In- dian corn, 174 bags; shoes, 20 cases; quercitron, 190 bags; merchandise, 206 packages.....	2	Merchandise.....	Entered: 3 ships, 3 barques. Cleared: 2 ships, 2 barques, and 1 ship and 1 barque in port. Agg. tonnage entered: 3,864 65 95 tons.
	1	City Point.	1	Boston .....	.....	.....	2	Ballast .....	.....	
	1	Java	1	Savannah.....	.....	.....	2	In port .....	.....	
	.....	.....	2	In port.....	.....	.....	.....	.....	.....
		
		
		
		
		
	6	.....	6	.....	6	.....	.....	6	.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Where for.	Description.	Value.		Description.	Value.
HOLLAND. ROTTERDAM. <i>William S. Campbell.</i> Quarter ending March 31, 1857.	1	Baltimore.....	1	New York.....	1	Tobacco, 813 hogshheads; bark; flour, 879 barrels; staves....	1	General cargo.....	Entered: 1 ship, 2 barques, 1 brig. Cleared: 1 ship, 2 barques, 1 brig. Agg. tonnage entered: 1,828 14 95 tons.
	1	Charleston	1	Newburyport	1	Cotton, 1,635 bales; rosin....	1	In port.....	
	1	New York	1	In port.....	1	Ashes, lard, rice, rosin; cot- ton, 242 bales; tobacco, 25 hogshheads; dyewood, staves.....	1	do.....	
	1	Wilmington.....	1	In port.....	1	Rosin, 2,500 harrels.....	1	do.....	
	4	.....	4	.....	4	.....	4	.....
Quarter ending June 30.	4	New Orleans	1	New York.....	1	Staves, 228,260.....	1	General cargo	Entered: 10 ships, 3 barques, 1 brig.
			1	Newcastle.....	1	Cotton, 2,304 bales; tobacco, 108 hhd's; horns, 105,146....	1	In port.....	Cleared: 8 ships, 1 barque, 1 brig; 4 in port.
			1	In port.....	1	Staves, 91,000.....	1	do.....	Agg. tonnage entered: 9,105 28-95 tons.
			1	New York.....	1	Staves, 131,000.....	1	do.....	
		New York	1	do.....	1	Rosin, 3,584 barrels; ashes, 74 barrels; honey, 14 casks; tobacco, 25 hogshheads; ex- tract of dyewood, 250 cases....	1	General cargo.....	
	3		1	In port	1	Rosin, 2,045 barrels; staves, 5,000; tobacco, 20 hogs- heads; ashes, 30 barrels; ex- tract of dyewood, 250 cases; pimento, 25 bags; cedar and mahogany, 229 logs....	1	In port.....	
			1	Newcastle.....	1	Rosin, 3,067 barrels; turpen- tine, 527 barrels; ashes, 100 barrels; dyewood, 125 tons; copper, 15 casks; whalebone, 25 bundles; merchandise, 10 packages; staves, 20,000.....	1	Ballast.....	

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of vessels.	Where from.	No. of vessels.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.		Description.	Value.
HOLLAND.											
ROTTERDAM.											
<i>William S. Campbell,</i> Quarter ending Sept. 30, 1837.—Continued.	4	New York	1	In port	1	Rosin, turpentine, honey, ashes, bark, cotton.	1	In port.....
			1	do	1	Rosin, turpentine, cotton, bark, honey, tobacco, ashes, staves, sundries.....	1	do
			1	do	1	Rosin, turpentine, staves.....	1	do
			1	do	1	Rosin, turpentine, staves, salt- petre, honey, bark	1	do
	1	Wilmington.....	1	do	1	Rosin, 1,228 barrels; turpen- tine, 100 barrels.....	1	do
	13	13	15
AMSTERDAM.											
<i>R. G. Barnwell,</i> Quarter ending Dec. 31, 1836.	2	Baltimore	1	New York	1	Rye, 10,000 bushels	1	Sundries.....
	1	New York.....	1	New Orleans....	1	Tobacco, 1,390 hogsheds; wheat, 2,000 bushels	1	Ballast.....
	1	Akyah.....	2	In port	1	Tobacco, 909 hogsheds; flour, 460 barrels.....	2	In port
	4	4	1	Rice, 13,570 bags.....
					4	4
Quarter ending March 31, 1837.	1	Savannah	1	Newport.....	1	Cotton, 1,349 bales.....	1	Ballast.....
	1	Charleston.....	1	Cardiff	1	Cotton, 1,854 bales.....	1	do
	1	Galveston.....	1	Swansea	1	Cotton, 1,196 bales.....	1	do
	1	New Orleans ..	1	New Castle ..	1	Cotton, 1,851 bales.....	1	do
	1	do	1	New York.....	1	Cotton, 1,301 bales.....	1	do
	5	5	5	5

Quarter ending Dec.
'31, 1856.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
HOLLAND. AMSTERDAM. R. G. Barnwell. Quarter ending June 30, 1857.	1	New Orleans.....	1	New York.....	1	Cotton, 130 bales.....	.....	.....	1	Sundries.....	.....
	1	Charleston.....	1	New Castle.....	1	Cotton, 2,187 bates; rosin, 519 boxes.....	.....	.....	1	Ballast.....	.....
	2	Baltimore.....	1	Cardiff.....	1	Tobacco, 1,014 hogsheds....	.....	.....	1	do .....	.....
	4	.....	1	Sunderland.....	1	Tobacco, 825 hogsheds; rosin, 80 boxes.....	.....	.....	1	do .....	.....
Quarter ending Sept. 30.	1	Santa Cruz.....	1	New Castle.....	1	Cedar wood .....	.....	.....	1	Ballast .....	.....
	1	Akyab.....	1	Sunderland	1	Rice.....	.....	.....	1	do .....	.....
	1	Apalachicola...	1	Brunswick	1	Timber and spars .....	.....	.....	1	do .....	.....
	1	Darien.....	1	Sunderland	1	do .....	.....	.....	1	do .....	.....
PARAMARIBO. F. W. Craigin. Quarter ending Dec. 31, 1856.	1	Charleston.....	1	New York.....	1	do .....	.....	.....	1	Sundries.....	.....
	5	.....	5	.....	5	.....	.....	.....	5	.....	.....
	3	Boston.....	4	Boston	8	.....	.....	.....	9	.....	.....
	3	Gloucester.....	4	Gloucester.....	.....	.....	.....	.....	.....	.....	.....
Quarter ending March 31, 1857.	1	New York.....	1	Salem.....	.....	.....	.....	.....	.....	.....	.....
	1	Cayenne.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	6	In port.....	5	In port.....	6	In port.....	.....	.....	5	In port.....	.....
	14	.....	14	.....	14	.....	.....	.....	14	.....	.....
Quarter ending June 30	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Entered: 2 ships, 2 barques.
Cleared: 2 ships, 2 barques.
Aggregate tonnage entered: 2,348
tons.

Entered: 3 ships, 1 barque, 1 brig.
Cleared: 3 ships, 1 barque, 1 brig.
Aggregate tonnage entered: 3,007
tons.

Entered: 2 barques, 5 brigs, 1
schooner; and 1 ship, 3 barques,
and 2 brigs in port.
Cleared: 1 ship, 4 barques, 4 brigs;
and 1 barque, 3 brigs, and 1
schooner in port.
Agg. tonnage entered: 1,654 87-95
tons.

No return.

No return.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued

HOLLAND.

401

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.			CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels	Where from.		No. of Vessels	Description.			Value.	No. of Vessels	Description.	Value.
HOLLAND. PARANARIPO. F. W. Crazin. Quarter ending Sept. 30	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	No return.
	1	New York.....	1	Padang.....	1	Flour, 100 barrels; rosin, 100 barrels; and ballast.....	.....	1	Sugar, 600 piculs.....	Entered: 2 ships, 4 barques, 1 bar- quentine. Cleared: 2 ships, 3 barques, 1 bar- quentine; 1 barque sold. Agg. tonnage entered: 3,342 30-95 tons.
	1	Australia.....	1	Cowes, for orders	1	Ballast.....	\$1,000 00	1	Rice, 12,000 piculs.....	\$40,000 00
	1	Honolulu.....	1	Singapore	1	do.....	.....	1	Spices, &c.....	30,000 00
BATAVIA. Alfred A. Reed. Quarter ending Dec. 31, 1856.	1	Singapore.....	1	New York.....	1	Straits cargo loaded for America.....	.....	1	Coffee, 3,000 piculs.....	14,500 00
	1	Hong Kong.....	1	San Francisco.....	1	Ballast.....	.....	1	Sugar and rice, 7,361 piculs.....	32,000 00
	1	Melbourne.....	1	Singapore	1	do.....	.....	1	Coffee, 954 piculs.....	36,000 00
	1	Hong Kong.....	1	Sold at Batavia.....	1	do.....	.....	1	Sold at Batavia.....	13,700 00
Quarter ending March 31, 1857.	7	.....	7	.....	7	.....	1,000 00	7	.....	.....
	1	Not given.....	1	Not given.....	1	Not given.....	.....	1	Coffee, 571 piculs..... \$6,500 India rubber, 533 piculs 5,500	.....
	1	Singapore.....	1	Sold.....	1	Ballast.....	.....	1	Sold at Batavia.....	12,000 00
	1	Melbourne.....	1	Valparaiso.....	1	do.....	.....	1	Rice, 7,795 piculs.....	.....
Quarter ending June 30.	2	Boston.....	2	Singapore	1	Hemp, 800 bales.....	.....	1	Inward cargo, put in in distress	17,500 00
	1	Adelaide.....	1	Sourabaya.....	1	Flour, 200 barrels.....	.....	1	Nunings, 40 piculs.....	2,000 00
	1	Adelaide.....	1	Sourabaya.....	1	Ice.....	.....	1	Sugar.....	.....
	7	.....	7	.....	7	Ballast.....	.....	1	Ballast.....	.....
Quarter ending June 30.	1	Sourabaya.....	1	London.....	1	Java rice, 10,000 piculs; rat tans, quantity and value not given.....	Florins. 60,000	1	Inward cargo.....	.....
	.....	.....	.....	.....	.....	.....	60,000	.....	.....	Florins. 60,000

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		Cleared.	INWARD.		OUTWARD.	Value.	
	No. of Vessels.	Where from.		No. of Vessels.	Description.			
HOLLAND. BATAVIA. <i>Alfred A. Reed.</i> Quarter ending June 30, 1857—Continued.	1	Sourabaya.....	1	N York & Boston.	1	Java cargo taken in at Soura- baya.....	Florins.	Entered: 4 ships, 1 barque. Cleared: 4 ships, 1 barque. Agg. tonnage entered: 2,841 10 95 tons.
	1	Boston.....	1	Singapore.....	1	Flour, 195 barrels.....	5,250	190,000
	1	Melbourne.....	1	do.....	1	Ballast.....		9,928
	1	Samarang.....	1	Bremen.....	1	do.....		50,000
	5		5		5	Equal to.....	65,250	309,928
Quarter ending Sept. 30.		No return.....					\$23,971 00	No return.
ST. MARTIN. <i>Charles Key.</i> Quarter ending Dec. 31, 1856.	2	New York.....	1	Curaçoa.....	2	Breadstuffs, provisions.....	11,212 00	Entered: 2 brigs, 4 schooners. Cleared: 2 brigs, 4 schooners. Agg. tonnage entered: 940 43-95 tons.
	2	Newbern, N. C.....	2	Newbern.....	1	Shingles..	565 00	783 95
	1	Washington, N. C.....	1	Washington.....	3			
	1	Baltimore.....	1	Boston.....				
	6		6	St. Thomas.....				
					6		11,777 00	783 95
Quarter ending March 31, 1857.	2	Newbern.....	2	Newbern.....	2	Lumber and shingles.....	2,074 00	Entered: 1 brig, 6 schooners. Cleared: 1 brig, 6 schooners. Agg. tonnage entered: 1,248 84-95 tons.
	1	do.....	1	do.....	1	Not reported.....		
	1	Baltimore.....	1	Baltimore.....	1	do.....		
	1	Boston.....	1	Cumana, (Vene- zuela).....	1	do.....		
					1	Not reported.....		

[illegible]

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
HOLLAND. PADANG, (SUMATRA.) <i>Franklin D. Reed.</i> Quarter ending Dec. 31, 1856—Continued.	1	New York	1	New York via Singapore.....	1	Cottons, 3 bales; chairs, 360 piculs; flour, 20 casks; pro- visions, 145 cases	Unknown.	<i>Piculs.</i> Coffee	11,388 00 3,950 00 157 00 743 60 250 00	\$16,488 00 46,163 90 234,712 03
Quarter ending March 31, 1857.	.....	No return.....	.....	.....	.....	Not reported.....	.....	Coffee, 3,400 piculs.....	.....	No returns.
Quarter ending June 30.	1	Boston	1	Boston	1	.....	.....	Coffee, 3,000 pic'ls, (\$38,356;) rattans, 490 piculs; India rubber, 356 piculs; Sago flour, 120 pic'ls; cow hides, 25 piculs; buffalo hides, 25 piculs; pepper, 14 piculs....	.....	Entered: 1 barque. Cleared: 1 barque. Aggregate tonnage entered: 586 tons.
Quarter ending Sept. 30.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
DENMARK. CHRISTIANSTADT. (<i>St. Croix Consulate.</i>) <i>David Rogers.</i> Quarter ending Dec. 31, 1856.	1 1 1 1 1 5	New York..... Bangor Brandywine..... New Haven..... Savannah.....	5 5	Not reported.....	2 1 1 1 5	Lumber, W. P. and P. P. Provisions..... Provisions and stock..... Meal and flour..... ..... .....	..... ..... ..... ..... ..... .....	3 Run..... 2 5	..... ..... ..... ..... ..... .....	Entered: 1 barque, 4 brigs. Cleared: 1 barque, 4 brigs. Aggregate tonnage entered: 1,107 29-95 tons.
Quarter ending March 31, 1857.	1 1 1 1 1 5	Bangor..... New York..... Savannah..... New Haven..... .....do.....	1 1 1 1 1 5	Not reported..... do..... do..... do..... do.....	1 1 1 1 1 5	Meal, flour, &c..... Meal and flour..... Pitch pine lumber and shingles..... Stock and provisions..... Meal, flour, &c..... .....	..... Not reported. do..... do..... do..... do.....	1 1 1 1 1 5	..... ..... ..... ..... ..... .....	Entered: 1 brig, 4 schooners. Aggregate tonnage entered: 781 48-95 tons.
Quarter ending June 30.	3 1 1 1 6	New Haven..... New York..... Not reported..... Wilmington.....	3 1 1 1 6	New Haven..... New York..... Not reported..... Turk's Island.....	3 1 1 1 6	Meal, flour, provisions, &c..... Meal, flour, and provisions .. do..... Meal..... .....	..... ..... ..... ..... .....	3 1 1 1 6	Run and molasses..... Run and old iron..... Run and molasses..... Ballast.....	Entered: 1 brig, 5 schooners. Cleared: 1 brig, 5 schooners. Aggregate tonnage entered: 778 65-95 tons.
Quarter ending Sept. 30.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.

Entered: 1 barque, 4 brigs.
Cleared: 1 barque, 4 brigs.
Aggregate tonnage entered: 1,107
29-95 tons.

Entered: 1 brig, 4 schooners.
Aggregate tonnage entered: 781
48 95 tons.

Entered: 1 brig, 5 schooners.
Cleared: 1 brig, 5 schooners.
Aggregate tonnage entered: 778
65-95 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
DENMARK. FREDERICKSTADT. (<i>St. Croix Consulate.</i>) <i>David Rogers.</i> Quarter ending Dec. 31, 1853.	2	Bangor	1	St. Thomas.....	2	White pine lumber.....	3	Ballast.....	Entered: 2 brigs, 2 schooners. Cleared: 2 brigs, 2 schooners. Aggregate tonnage entered: 741 31 95 tons.
	1	Brandywine.....	1	Turk's Island....	1	Meal and flour.....	1	.....	.....
	1	Delaware.....	1	St. Domingo....	1	.....	.....	.....	.....
	4	.....	4	.....	4	.....	4	.....	.....
Quarter ending March 31, 1857.	1	Martinique.....	1	.....	1	Ballast.....	1	Rum and sugar....	Entered: 1 brig. Cleared: 1 brig. Aggregate tonnage entered: 149 43 95 tons.
Quarter ending June 30.	2	Brandywine.....	2	New York	2	Meal and flour.....	2	Sugar and rum.....	Entered: 2 brigs, 3 schooners. Cleared: 3 brigs, 3 schooners. Aggregate tonnage entered: 916 29 95 tons.
	1	Norfolk	1	.....do.	1	R. O. staves ...	1	.....do. ....	.....
	1	St. Thomas,....	1	Boston	1	Ballast	1	Rum, 150 puns....	.....
	1	Bassin.....	1	Bassin.....	1	.....do.	1	Molasses .....	.....
	1	Bangor	1	Roques.....	1	Lumber and shingles.....	1	Ballast .....	.....
	6	.....	6	.....	6	.....	6	.....	.....
Quarter ending Sept. 30.	1	Bangor.....	1	Fortune Island ..	1	Lumber and shingles.....	1	Ballast.....	Entered: 2 brigs, 1 schooner. Cleared: 2 brigs, 1 schooner. Aggregate tonnage entered: 482 7-95 tons.
	1	Brandywine	1	New York.....	1	Meal and flour.....	1	Sugar.....	.....
	1	Jacksonville	1	Rio de la Hacha ..	1	Lumber	1	Ballast.....	.....
	3	.....	3	.....	3	.....	3	.....	.....
ST. THOMAS. <i>Charles J. Helm.</i> Quarter ending Dec. 31, 1856.	8	New York.....	4	Havill.....	12	Assorted cargoes.....	7	Assorted cargoes.....	Entered: 3 ships, 6 barques, 15 brigs, 8 schooners, and 1 brig in port.
	5	Boston	2	Porto Rico.....	3	Coal.....	1	Flour and provisions, (part of inward) .....	.....
	4	Newport, (Wales) ..	2	Maracaibo	2	Flour, provisions, &c. ....	.....	.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

DENMARK.

407

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
DENMARK. ST. THOMAS. <i>Charles J. Helm.</i> Quarter ending Dec. 31, 1856—Continued	2	St. Martin.....	1	Boston.....	2	Lumber.....	.....	1	Guano.....	.....
	1	Liverpool.....	2	Santa Martha....	1	Ice, &c.....	.....	1	Sugar.....	.....
	1	Glasgow.....	1	Charleston.....	1	Guano.....	.....	1	Flour, &c.....	.....
	1	Gibraltar.....	1	New York.....	1	Provisions.....	.....	15	Ballast.....	.....
	1	Martinique.....	1	Havana.....	1	Sugar.....	.....	7	In port.....	.....
	1	St. Vincent.....	1	New Orleans.....	1	Coal, 27½ tons.....	\$2,000 00	.....	.....	.....
	8	Other ports.....	11	Other ports.....	1	Ice.....	2,100 00	.....	.....	.....
	1	In port.....	7	In port.....	6	Ballast.....	.....	.....	.....	.....
	.....	.....	.....	.....	1	Iron and coal.....	.....	.....	.....	.....
	33	.....	33	.....	33	In port.....	4,100 00	33	.....	.....
Quarter ending March 31, 1857.	1	Jacksonville.....	1	New York.....	1	Lumber.....	2,200 00	1	Coal and hides.....	Not reported.
	1	Boston.....	1	.....do.....	1	Ice, &c.....	3,000 00	1	Iron and coal.....	.....do.....
	1	New York.....	1	Darien, Ga.....	1	Assorted.....	9,000 00	1	Ballast.....	.....
	2	Newport, (Wales).....	2	Mobile.....	2	Coal, 2,500 tons.....	20,000 00	2	.....do.....	.....
	1	New York.....	1	Cuba.....	1	Assorted.....	15,000 00	1	.....do.....	.....
	1	Glasgow.....	1	Condemned.....	1	Iron and coals, 400 tons.....	10,000 00	1	Condemned.....	.....
	1	Aux Cayes.....	1	New York.....	1	Logwood and coffee.....	3,500 00	1	Inward cargo.....	\$2,500 00
	1	Liverpool.....	1	.....do.....	1	Salt, coal, brandy, &c.....	150,000 00	1	.....do.....	150,000 00
	1	Testigues.....	1	.....do.....	1	Guano.....	5,000 00	1	.....do.....	5,000 00
	1	Torola.....	1	.....do.....	1	Old iron.....	1,200 00	1	.....do.....	1,200 00
Tonnage of vessels in port at com- mencement of the quarter, 2,711.	1	New York.....	1	.....do.....	1	Provisions.....	20,000 00	1	Provisions.....	.....
	1	Porto Rico.....	1	.....do.....	1	Ballast.....	.....	1	.....do.....	.....
	2	Guadaloupe.....	2	Porto Rico.....	2	.....do.....	.....	2	Ballast.....	.....
	2	Demerara.....	2	.....do.....	2	.....do.....	.....	2	.....do.....	.....
	1	Antigua.....	1	.....do.....	1	.....do.....	.....	1	.....do.....	.....
	1	Barbados.....	1	.....do.....	1	.....do.....	.....	1	.....do.....	.....
	2	St. Croix.....	2	.....do.....	1	.....do.....	.....	1	.....do.....	.....
	1	Bristol, R. I.....	1	.....do.....	1	Flour.....	1,500 00	1	.....do.....	.....
	1	New York.....	1	.....do.....	1	Potatoes.....	2,000 00	1	Inward cargo.....	2,000 00
	.....	.....	1	.....do.....	1	Provisions.....	12,000 00	1	Ballast.....	.....

Cleared: 1 ship, 4 barques, 13 brigs,
8 schooners, and 2 ships; 2
barques and 3 brigs in port.
Aggregate tonnage entered: 8,580
tons.

Entered: 3 ships, 17 barques, 18
brigs, 19 schooners.
Cleared: 3 ships, 17 barques, 20
brigs, 19 schooners.
Aggregate tonnage entered: 14,462
tons.
In port at commencement of the
quarter: 2 ships, 2 barques, 3
brigs.
In port at close of the quarter: 2
ships, 2 barques, 1 brig.
Tonnage of vessels in port at com-
mencement of the quarter, 2,711.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		
DENMARK. ST. THOMAS. <i>Charles J. Helm.</i> Quarter ending Mar. 31, 1857—Continued.	2	New York.....	2	Porto Rico.....	1	Wheat, flour, &c.....	\$25,000 00	1	Ballast.....
	1	Baltimore.....	1do.....	1	Flour.....	6,500 00	1	Inward cargo.....	\$6,500 00
	1	Georgetown.....	1do.....	1	Provisions.....	7,000 00	1	Ballast.....
	1	New York.....	1	Cuba.....	1	Flour, meal, &c.....	9,000 00	1do.....
	1	Calais.....	1do.....	1	Provisions.....	8,000 00	1do.....
	1	Surinam.....	1do.....	1	Lumber.....	2,500 00	1do.....
	1	Guadaloupe.....	1do.....	1	Ballast.....	1do.....
	1	Antigua.....	1	Savannah.....	1do.....	1do.....
	4	New York.....	4do.....	1do.....	1do.....
	1	Rio de Janeiro...	1	Maracaibo.....	4	Flour and provisions ..	80,000 00	4	Part of inward.....	45,000 00
	1	St. Kitts.....	1	Salem.....	1	Ballast.....	1	Run.....
	1	Nevis.....	1do.....	1do.....	1	Palm oil.....
	1	Plymouth.....	1	Elizabeth City....	1do.....	1	Ballast.....
	1	New Orleans.....	1do.....	1	Lumber.....	1,800 00	1do.....
	1	Rio de Janeiro....	1	Baltimore.....	1	Hides and molasses ..	15,000 00	1	Inward cargo.....	15,000 00
	1	Martinique.....	1do.....	1	Coffee.....	35,100 00	1	Part of inward.....	30,000 00
	1	New York.....	1	Carthagena.....	1	Ballast.....	1	Dry goods.....
	1	Bordeaux.....	1	Laguaira.....	1	Flour and provisions ..	1,200 00	1	Part of inward.....
	1	Newport, Wales....	1	New Orleans.....	1	Bandy and wine.....	100,000 00	1	Inward cargo.....	100,000 00
	1	Antigua.....	1	Havana.....	1	Coal, 350 tons.....	2,700 00	1	Ballast.....
	1	New York.....	1	Tortola.....	1	Ballast.....	1do.....
	1	Guadaloupe.....	1	Puerto Cabello...	1	Corn meal and flour ..	4,000 00	1do.....
	1	Martinique.....	1	Beaufort.....	1	Ballast.....	1do.....
	1	Dominica.....	1	Whaling.....	1	Whale oil.....	1	Inward cargo.....
	1	Malta.....	1	Boston.....	1	Wool, tobacco, &c.....	40,000 00	1	Part of inward.....	35,000 00
	1	New York.....	1	Africa.....	1	Beef, pork, &c.....	25,000 00	1	Inward cargo.....	25,000 00
	1	Baltimore.....	1	Antigua.....	1	Provisions.....	8,000 00	1	Part of inward.....
	1	St. Pierre.....	1	Haiti.....	1	Beef and hoonps.....	1,300 00	1	Ballast.....
	1	Granada.....	1	Aux Cayes.....	1	Ballast.....	1	Dry goods.....
	1	Saïm.....	1	Condemned.....	1	Rum and gunpowder....	32,000 00	1	Condemned.....
	1	New Orleans.....	1do.....	1	Assorted provisions ..	40,000 00	1do.....
	1	Africa.....	1do.....	1	Palm oil.....	45,000 00	1do.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

DENMARK.

409

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
DENMARK. ST. THOMAS. Charles J. Helm. Quarter ending March 31, 1857—Continued.	1	Newport, (Wales)	1	In port	1	Coal,.....	\$6,500 00	1	In port.....	.....
	1	New York.....	1	do.....	1	Coal and lumber,.....	11,500 00	1	do.....	.....
	1	do.....	1	do.....	1	Provisions,.....	15,000 00	1	do.....	.....
	1	Philadelphia.....	1	do.....	1	Flour.....	12,000 00	1	do.....	.....
	1	Bermuda.....	1	do.....	1	Ballast.....	.....	1	do.....	.....
	64	.....	64	.....	64	.....	787,900 00	64	.....	\$418,200 00

Quarter ending June 30.	7	New York.....	2	Boston	7	Provisions, dry goods, &c....	114,000 00	1	Inward cargo.....	.....
	2	Boston.....	1	Washington, N. C.	2	Ice, lumber, and provisions	10,950 00	1	do.....	.....
	1	Philadelphia.....	1	Falmouth, (Eng.)	1	Provisions.....	9,967 00	4	do.....	.....
	1	Baltimore.....	1	Africa.....	1	do.....	9,000 00	1	Dry goods.....	.....
	1	Georgetown, D. C.	4	Spanish Main	1	do.....	25,000 00	6	Provisions and dry goods....	.....
	1	Charleston.....	6	Hayti	1	Lumber.....	1,100 00	1	Oil.....	.....
	1	New Orleans.....	18	West India isl'ds.	1	Shooks and provisions.....	3,000 00	22	Not reported.....	.....
	3	Newport, (Wales)	3	Whaling.....	3	Coal.....	16,800 00	.....	.....	.....
	1	Rio de Janeiro.....	1	do.....	1	Hides.....	1,000 00	.....	.....	.....
	1	Rio Grande.....	.....	do.....	4	Provisions, &c.....	23,500 00	.....	.....	.....
	12	West Indies.....	.....	do.....	14	Not reported.....	.....	.....	.....	.....
	1	Whaling voyage.....	.....	do.....	.....	.....	.....	.....	.....	.....
	4	In port.....	.....	do.....	.....	.....	.....	.....	.....	.....
36	.....	36	.....	36	.....	214,317 00	36	.....	.....
Quarter ending Sept. 30.	7	New York.....	1	New York.....	7	Provisions and lumber.....	118,000 00	1	Old metal.....	157 85
	2	Philadelphia.....	1	Wilmington	2	do..... do.....	22,800 00	7	In transit.....	.....
	2	Boston.....	1	Rio Hacha.....	2	Provisions and ice.....	8,000 00	1	Inward.....	3,000 00
	1	Washington, N. C.	7	Spanish Main.....	1	Lumber.....	3,200 00	1	Dry goods.....	.....
	7	West Indies.....	1	United States.....	.....	.....	.....	.....	.....	.....
	1	Whaling voyage.....	5	Hayti.....	1	Oil.....	3,000 00	1	Part of inward.....	.....
	1	Newport, (Wales)	2	Turk's Island.....	1	Coal.....	4,800 00	12	Not reported.....	.....
1	Montevideo.....	2	Porto Rico.....	.....	.....	.....	.....	.....	.....
.....	
.....	

Entered: 4 ships, 8 barques, 8
brigs, 12 schooners, 4 in port.
Clear'd: 5 ships, 10 barques, 9
brigs, 12 schooners.
Aggregate tonnage entered: 7,151
tons.

Entered: 1 ship, 8 barques, 13
brigs, 4 schooners.
Clear'd: 8 barques, 10 brigs, 3
schooners, 2 not reported.
Aggregate tonnage entered: 3,755
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.			OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
DENMARK. ST. THOMAS. <i>Charles J. Helm.</i> Quarter ending Sept. 30, 1857—Continued.	1	Manila.....	1	Whaling.....	1	Hemp and sugar.....	\$60,000 00				
	23		23		8	Not reported.....					
					23		219,800 00	23		\$3,157 55	
SWEDEN. STOCKHOLM. Quarter ending Dec. 31, 1856.		No return.....									No return.
Quarter ending Mar. 31, 1857.		No return.....									No return.
Quarter ending June 30.	1	Norrköping.....	1	New York.....	1	Cotton, 884,598 lbs.....	B. R. 184,291	1	Iron, sheet, 6,008 pounds.....	B. R. 6,008	Entered : 3 ships, 1 barque. Cleared : 3 ships, 1 barque in port. Aggregate tonnage of two ships : 1,141 61.95 tons. Tonnage of 3 not given.
	1	Rotterdam.....	1	Charleston.....	1	Ballast.....		1	Iron.....		
	2	New Orleans.....	1	Gothenburg.....	1	Cotton, 570,838 lbs.....	118,924	1	Ballast.....		
			1	Hamburg.....	1	Cotton, 746,795 lbs.....	135,998	1	....do.....		
	4		4				459,213			6,003	
					4	At 40 cts. per B. R. equal to..	\$183,685 00	4	At 40 cts. per B. R. equal to..	\$2,403 00	
Quarter ending Sept. 30.	1	New Orleans.....	1	Boston.....	1	Cotton, 665,785 lbs.....	B. R. 166,446	1	Iron.....	B. R. 147,526	Entered : 1 ship, 1 not reported. Cleared : 1 ship, 1 not reported. Agg. tonnage entered : 691 55.95 tons.
	1	Not reported.....	1	Charleston.....	1	Not reported.....		1	....do.....	\$5,639	
	2		2		2		166,446	2		133,165	
RUSSIA. CRONSTADT. (<i>St. Petersburg Con- sulate.</i>) <i>Alexander Wilkins.</i> Quarter ending Dec. 31, 1856.	1	Newcastle.....	1	Boston.....	1	Coal.....		1	Hemp, hemp yarn, cordage, feathers, fet, mats, crash, hemp twine, personal effects.....		

Entered: 1 ship, 1 not reported.
Cleared: 1 ship, 1 not reported.
Agg. tonnage entered: 691 55.95
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

RUSSIA.

411

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.		CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	No of Vessels.	ENTERED.	CLEARED.		INWARD.		OUTWARD.	
			No of Vessels.	Where for.	Description	Value.	No of Vessels.	Description. Value.
RUSSIA. CRONSTADT. (<i>St. Petersburg Consulate.</i>) <i>Alexander Wilkins.</i> Quarter ending Dec. 31, 1856—Continued.	1	Newcastle.....	1	New York.....	Coal and sundries.....	.....	1	Sheet iron, hemp, cordage, junk, ravens duck, mats, diaper, crash, cotton stuff, personal effects.....
	1	London.....	1	Boston.....	Stone ballast.....	.....	1	Hemp, hemp yarns, bistles, crash, mats.....
	2	Havana.....	1	Liverpool.....	Sugar, 3, 168 boxes; cigars, 293, 300; tobacco, 14 bales.	.....	1	Lath wood, dwals.....
	1	New York.....	1	New York.....	Sugar, 3,323 boxes.....	.....	1	Sheet iron, hemp, junk, bris- tles, horse manes, feathers, Russia leather, ravens duck, mats, diaper, crash, house- hold articles.....
	3	Boston.....	3	Boston.....	Sugar; Cuba cotton, 159 bales; sarsaparilla, indigo, lignum- vita, St. Domingo logwood, merchandise.....	.....	1	Hemp, hemp yarns, flax, cord- age, junk, feathers, mats, crash, tallow candles.....
	1	Sunderland.....	1	do.....	Sugar, cotton, 344 bales; sar- aparilla, seal skins, St. Do- mingo logwood.....	.....	1	Hemp, feathers, junk, mats, crash, personal effects, rein- deer tongues.....
	1	Havre.....	1	New York.....	Sugar, 1,435 boxes logwood.....	.....	1	Bar iron, hemp, hemp yarn, mats.....
	10	.....	10	.....	Nut coal.....	.....	1	Sheet iron.....
		.....		.....	Ballast.....	.....	1	Sheet iron, hemp, hemp yarn, junk, feathers, mat, crash.
Quarter ending Mar. 31, 1857.		No return.....		.....	.....	.....		No return.....

Entered: 3 ships, 7 barques.
Cleared: 3 ships, 7 barques.
Agg. tonnage entered: 4,811 79 95
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	No. of Vessels.	Description.		Value.
RUSSIA. CRONSTADT. (<i>St. Petersburg Consul- late.</i>) <i>Alexander Wilkins.</i> Quarter ending June 30, 1857.	4	Boston	4	Boston	1	Sugar, 472 boxes; cotton, 159 bales; sarsaparilla, indigo, lignumvita, logwood, sun- dries .....	.....	1	Hemp, 3,363 pounds; hemp yarns, 3,165 pounds; flax, cordage, junk, feathers, Russia leather, mats, crash, tallow candles, sundries.....	.....
			1		1	Sugar, cotton, 344 bales; cot- ton samples, sarsaparilla, scal skins, logwood.....	.....	1	Hemp, 5,283 pounds; junk, feathers, mats, crash, sun- dries, rounder tongues .....	.....
			1		1	White sugar, 1,035 boxes; log- wood, 154 tons.....	.....	1	Bar iron, 1,890 pounds; hemp, 5,630 pounds; hemp yarns, 853 pounds; mats, 600 pieces; sundries.....	.....
			1		1	Mahogany, lignumvita, log- wood, extract of sarsapa- rilla, cart wheels, scales, chairs, hyann books .....	.....	1	Sheet iron, 9,118 pounds; hemp, 3,023 pounds; flax, cordage, bristles, feathers, wool, red leather, crash, mats.....	.....
	2	Havana.....	1	New York.....	1	Sugar, 3,168 boxes .....	.....	4	Sheet iron, 600 pounds; 5,974 pounds; cordage, 2,294 pounds; junk, bristles, horse manes, feathers, Russia leather, ravens duck, felt, diaper, mats, crash, sun- dries.....	.....
			1	Liverpool.....	1	Sugar, 3,168 boxes; sample sugar; cigars, 293,334,000; tobacco, 114 bales.....	.....	1	1,302 pieces lathwood; deals, 1,771 st. dozen.....	.....
	1	Havre.....	1	New York.....	1	Ballast.....	.....	1	Sheet iron, 9,938 pounds; hemp, 6,125 pounds; ditto, 675 pounds, hemp yarns, 8,552 pounds, junk, 9,850 pounds; feathers, 600 pounds; mats, 2,670; crash, 330,000 archieus.....	.....
Entered: 29 ships, 13 barques. Cleared: 8 ships, 11 barques, 16 in port. Agg. tonnage entered: 34,912 87-95 tons.										

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.		Value.		
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.			Description.
RUSSIA. CROSSSTADT. (St. Petersburg Con- sulate.) Alexander Wilkins. Quarter ending June 30, 1857.—Continued.	1	New Castle.....	1	New York.....	1	Coal, 550 tons; sundries.....	.....	1	Sheet iron, 5,700 pounds; hemp, 51 pounds; hemp yarns, 12,285 pounds; cordage, junk, ravens duck, mats, diaper, crash, 100,000 archons; cotton stuff.....	.....
	1	Sunderland.....	1	do.....	1	Nut coal, 498 tons.....	.....	1	Sheet iron, 18,378 pounds; hemp, hemp yarns, bristles, horse manes, mats, feath- ers, quilts, candles, pow- der, 135 pounds; canularides, 50 pounds.....	.....
	11	New Orleans.....	1	Boston.....	1	Cotton, 2,661 bales; cotton samples, 2 bales.....	.....	1	Clean hemp, 23,668 pounds; feathers, 1,614 pounds; mats, 2,200 pieces.....	.....
			3	Bristol.....	1	Cotton, 1,511 bales; 1 bale cotton samples.....	.....	1	Wheat, 4,615chetwerts; mats, 1,200; lath wood, 500 pieces. Deals, 2,468 st. dozen.....	.....
			1		1	Cotton, 1,417 bales; cotton samples, 1 bale.....	.....	1	Wheat, 3,278chetwerts; mats, 1,200 pieces; lath wood, 8,300 pieces, 1,702 st. dozen. In port.....	.....
			1		1	2,723 bales cotton, 4 bales samples.....	.....	1	do.....	.....
			1		1	Cotton, 4,680 bales; samples, 3 bales.....	.....	1	do.....	.....
			1		1	Cotton, 2,556 bales; sample cotton, 5 packages.....	.....	1	do.....	.....
			1		1	Cotton, 3,306 bales; 2 bundles, 1 package ditto.....	.....	1	do.....	.....
			1		1	Cotton, 3,400 bales.....	.....	1	do.....	.....
			1		1	Cotton, 3,620 bales.....	.....	1	do.....	.....
			1		1	Cotton, 2,950 bales; 5 bales, do.	.....	1	do.....	.....
		1		1	Cotton, 3,670 bales.....	.....	1	do.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		Value.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	No. of Vessels.	Description.		
RUSSIA. CROONSTADT. (<i>St. Petersburg Consu- late.</i>) <i>Alexander Wilkins.</i> Quarter ending June 30, 1857—Continued.	4	New Orleans....	4	In port.....	1	Cotton, 3,651 bales.....	.....	1	In port.....	.....
			1		1	Cotton, 1,873 bales.....	.....	1	do.....	.....
			1		1	Cotton, 1,685 bales; 3 pack- ages, 1 case ditto.....	.....	1	do.....	.....
			1		1	Cotton, 1,483 bales.....	.....	1	do.....	.....
	2	New York.....	1	Boston.....	1	Cotton, 1,303 bales; logwood, 89,000 pounds; lagunado, 5,822 pounds; fustic, 1,473 pieces.....	.....	1	Hemp yarns, 3,036 pounds; cordage, 22,373 pounds; felt, 5,300 pieces; feathers, 555 pounds; crash, 172,000 ar- chens; mats, 2,900 pieces; cast iron; sundries.....	.....
			1	Hull.....	1	Cotton, 1,231 bales; sapan wood, 25 tons; St. Domin- go logwood, 11,187 sticks, extract of logwood, 2,420 boxes; extract of dyewood, 1,400 boxes; extract fustic, 80 boxes; extract of quer- citron, 40 boxes; susapa- rilla, 365 bales.....	.....	1	2,645 pieces lath wood; 2,832 st. dozen deals.....	.....
	1	London.....	1	London.....	1	Cast iron and ballast.....	.....	1	Clean hemp, 15,157 poods; hemp, 650 poods; half clean hemp, 22 poods; wheat, 1,000 chetwerts; mats, 1,000 pieces; lath wood, 5,257 pieces; sundries.....	.....
	2	Savannah.....	2	In port.....	1	Cotton, 1,653 bales.....	.....	1	In port.....	.....
			1		1	Cotton, 2,439 bales.....	.....	1	do.....	.....
	2	Mobile.....	1	Wyburg.....	1	Cotton, 3,573 bales; nuts and samples of cotton.....	.....	1	Ballast.....	.....
			1	Hull.....	1	Cotton, 1,582 bales; cotton samples, 5 bundles.....	.....	1	Lath wood, 2,550 pieces; deals, 2,163 st. dozen.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

RUSSIA.

415

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
RUSSIA. KRONSTADT. (St. Petersburg Consu- late.) Alexander Wilkins. Quarter ending June 30, 1857—Continued.	3	Mobile.....	1	In port.....	1	Cotton, 3,777 bales.....	.....	1	In port.....	.....
			1	Boston.....	1	Cotton, 1,195 bales; and 2 bales sample cotton.....	.....	1	Sheet iron, 6,119 pounds; clean hemp, 1,087 pounds; cordage, 3,935 pounds; bristles; horse manes; wool, 407 pounds; red leather; mats.....	.....
	1	Charleston.....	1	In port.....	1	Cotton, 2,628 bales.....	.....	1	In port.....	.....
			1	do.....	1	Cotton, 3,708 bales.....	.....	1	do.....	.....
	35	.....	35	.....	.....	.....	.....	35	.....	.....
	4	New Orleans.....	1	Liverpool.....	1	Cotton, 4,683 bales.....	.....	1	Lath wood, 2,990 pieces; deals. 5,930 dozen.....	.....
			1	New York.....	1	Cotton, 2,555 bales.....	.....	1	Sheet iron, 27,351 pounds; hemp, 2,376 pounds; hemp yarns, 12,007 pounds; flax tow, 4,443 pounds; wool, 1,075 pounds; mats, 23,030 pieces; seeds; Russian sheeting; sundries.....	.....
			1	Liverpool.....	1	Cotton, 3,398 bales; 1 package	.....	1	Lathwood, 3,400 pieces; deals, 4,336 st. dozen.....	.....
			1	Boston.....	1	Cotton, 3,400 bales.....	.....	1	Sheet iron, 7,281 pounds; hemp, 9,321 pounds; hemp yarn, 8,608 pounds; wool, 1,498 pounds; cordage, 3,490 pounds; bristles, 190 pounds; horse manes, 206 pounds; junk, 3,500 pounds; feathers, 726 pounds; hides, 125 pounds; red leather, 187 pounds; crash. ravens duck, mats, &c.....	.....
	Quarter ending Sept. 30.									Entered: 16 ships, 7 barques. Cleared: 14 ships, 5 barques; 4 in part. Agg. tonnage entered: 17,530 34-95 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	Description.		Value.
RUSSIA. GRONSTADT. (<i>St. Petersburg Const.</i>) <i>Alexander Wilkins.</i> Quarter ending Sept. 30, 1857—Continued.	7	New Orleans.....	1	New York.....	1	Cotton, 3,620 bales.....	1	Sheet iron, 4,349 poods; hemp, 13,913 poods; hemp yarns, 23,896; cordage, 1,237; tow, 2,230 poods; mats, 3,000 pieces.....	
			1	Liverpool.....	1	Cotton, 2,955 bales.....	1	Lath wood, 3,000 pieces; deals, 3,906 st. dozen.....	
			1	New York.....	1	Cotton, 3,670 bales.....	1	Sheet iron, 9,338 poods; hemp yarns, 9,562 poods; flax, (9 and 6 head) 1,581 poods; flax tow, 3,152 poods; wool, 209 poods; cordage, 12,687 poods; bris- tles, 1,510 poods; horse- manes, 703 poods; junk, 12,064 poods; oakum, 945 poods; isinglass, red leath- er, crash, ravens duck, mats, stearine candles, tea, and sundries.....	
			1	Bristol.....	1	Cotton, 3,651 bales.....	1	Lath wood, 4,780 pieces; deals, 4,840 st. dozen.....	
			1	Gothenburg.....	1	Cotton, 1,873 bales.....	1	Stone and sand ballast.....	
			1	Bristol.....	1	Cotton, 1,665 bales; samples; packages; cigars, 1 case.....	1	Lath wood, 2,200 pieces; deals, 2,463 st. dozen.....	
			1	Newport.....	1	Cotton, 1,483 bales.....	1	Lath wood, 2,970 pieces; deals, 1,873 st. dozen.....	
	1	Savannah.....	1	New York.....	1	Cotton, 1,653 bales.....	1	Sheet iron, 13,369 poods; hemp, 616 poods; hemp yarns, 3,886 poods; bristles, 1,188 poods; wool, 436 poods; horsehair, cordage, junk, ravens duck, can- tharides, mats, sundries.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

RUSSIA.

417

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.					
	ENTERED.		CLEARED.	INWARD.		OUTWARD.							
	No. of vessels.	Where from.		No. of vessels.	Description.	Value.	No. of vessels.		Description.	Value.			
RUSSIA. CROONSTADT. (<i>St. Petersburg Cons'l.</i>) <i>Alexander Wilkins.</i> Quarter ending Sept. 30, 1857—Continued.	1	Savannah.....	1	Hull.....	1	Cotton, 2,439 bales.....	1	Lathwood, 1,886 pieces; deals, 3,108 st. dozen.....	1	Lathwood, 3,500 pieces; deals, 5,307 st. dozen.....	1	Lathwood, 4,500 pieces; deals, 3,810 st. dozen.....	
	2	Mobile.....	1	Liverpool.....	1	Cotton, 3,777 bales.....	1	Cotton, 2,628 bales.....	1	Deals, 3,589 st. dozen.....	1	Whitewood deals, 1,263 dozen.....	
	1	Charleston.....	1	Penarth Roads, (for orders.)	1	Cotton, 3,708 bales.....	1	White sugar, 2,000 boxes; cigars, 1,106,276; sweet- meats, 1 cuse.....	1	In port.....	1	Hemp, 10,459 poods; hemp yarns, 6,303 poods; flax, (12 head) 1,576 poods; flax, (9 head) 945 poods; bristle, crash, oakum, mats.....	
	2	Havana.....	1	Rio Janeiro.....	1	Sugar, 3,350 boxes.....	1	Cotton, 1,028 bales; logwood, 75 tons; extract of dye wood, 241 boxes.....	1	Hemp, 60 poods; flax, (12 head) 1,548 poods; flax tow, 709 poods; cordage, 5,093 poods; bristles, horse- hair, junk, feather's, red leather, crash, ravens duck, felt, sail cloth, mats, calf skins.....	1	In port.....	
	3	Boston.....	1	In port.....	1	Sugar, 161 boxes, 392 bags; sarsaparilla, 218 bales; log- wood, 218 bales; sapan wood, 20 tons: books and sundries.....	1	Logwood, 246 tons; Bengal indigo, 8 cases; sarsapa- rilla, 74 bales; sundries....	1	do.....	1	do.....	
			1	Boston.....	1	do.....	1	Stone ballast and sundries....	1	do.....	1	do.....	
			1	do.....	1	Logwood, 255 tons; ma- chinery, carwheels, oars, handspikes, sundries.....	1	In port.....	1	do.....	1	do.....	
			1	New York.....	1	do.....	1	do.....	1	do.....	1	do.....	
			23		23								

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	No. of Vessels.	Where from.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
RUSSIA. ODESSA. <i>John Ralli.</i> Quarter ending Dec. 31, 1856.	1	Trapani.....	Genoa and Mar- sailles.....	1	Salt, 400 tons.....	\$1,600 00	1	Wheat.....	\$24,830 00
	1	Toulon.....	Hull, (Eng.)....	1	Ballast.....	.....	1	Linseed.....	45,000 00
	2	.....	.....	2	.....	1,600 00	2	.....	69,830 00
	.....	No return.....	.....	.....	.....	.....	.....	No return.	No return.
	.....	No return.....	.....	.....	.....	.....	.....	No return.	No return.
Quarter ending Sept. 30.	2	Constantinople...	Sevastopol.....	2	Machinery.....	50,000 00	2	Inward cargo.....	Entered: 2 1st class, 1 A 2, 1 ½ class.
	1	Genoa.....	New York.....	1	Ballast.....	.....	1	Wool, 1,124 bales; linseed, 200 bags.....	Cleared: 2 barques. Aggregate tonnage entered: 720 tons.
	1	Venice.....	United Kingdom.	1	do.....	.....	1	Still in port.....	Entered: 2 1st class, 1 A 2, 1 ½ class, (still in port.)
	4	.....	.....	4	.....	50,000 00	4	.....	Cleared: 2 1st class, 1 A 2, 1 ½ class, (still in port.) Aggregate tonnage entered: 1,154 85-95 tons.

AUSTRIA. TRIESTE. <i>William A. Buffum.</i> Quarter ending Dec. 31, 1856.	7	Havana.....	Messina.....	8	Sugar.....	1,060,000 00	1	Timber.....	Entered: 9 ships, 8 barques.
	3	Boston.....	Smyrna.....	4	General.....	152,000 00	1	Timber and deals.....	Cleared: 8 ships, 8 barques, and 1 ship in port.
	3	Liverpool.....	New Orleans.....	2	Coffee and logwood.....	35,000 00	1	Curants.....	Aggregate tonnage entered: 9,643 tons.
	2	Matanzas.....	Leghorn.....	1	Coals.....	12,000 00	13	Ballast.....	.....
	1	Antwerp.....	United States....	1	Sugar and segars.....	80,000 00	1	In port.....	.....
Quarter ending March 31, 1857.	1	Laguna.....	Mediterranean...	1	Logwood.....	7,000 00	.....	.....	.....
	.....	.....	Palermo.....	.....	.....	.....	.....	.....	.....
	.....	.....	In port.....	.....	.....	.....	.....	.....	.....

	17	.....	.....	17	.....	1,346,000 00	17	.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

AUSTRIA.

419

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
AUSTRIA. TRIESTE. <i>William A. Buffum.</i> Quarter ending March 31, 1857.	1	Liverpool.....	1	New Orleans....	1	General.....	\$100,000 00	1	Ballast.....	Entered: 4 ships, 4 barques, 1 brig, 1 schooner.
	3	Boston.....	3	Messina.....	3	Logwood and rosin.....	71,000 00	3	do.....	Cleared: 2 ships, 3 barques, 1 brig, 1 schooner.
	1	do.....	1	do.....	1	Coffee, rosin, &c.....	23,200 00	1	do.....	In port at close of quarter: 2 ships, 1 barque.
	1	Baltimore.....	1	do.....	1	Tobacco, 802 hhd.s.; rosin, 25 bbl.s.; fustic.....	95,000 00	1	do.....	Aggregate tonnage entered: — tons.
	1	Liverpool.....	1	Callao.....	1	Coals, 1,060 tons.....	20,000 00	1	do.....	
	1	Boston.....	3	In port.....	1	General ..	22,178 29	3	In port.....	
	2	Liverpool.....	2		2	Cotton, 8,602 bales.....	435,000 00			
	10		10				766,378 29	10		
Quarter ending June 30.	4	Boston.....	1	Messina.....	1	Coffee, pimento, ginger, rum, cloves, logwood.....	22,178 00	1	Ballast.....	Entered: 12 ships, 6 barques, 1 brig, 1 schooner, and 2 ships and 1 barque in port.
			1	Palermo.....	1	Coffee, hides, logwood.....	32,000 00	1	do.....	Cleared: 14 ships, 7 barques, 1 brig and 1 schooner.
			1	Malta.....	1	Coffee, spices, dye wood.....	25,000 00	1	Currants, argols.....	Aggregate tonnage entered: 14,333 tons.
			1	Sicily.....	1	Coffee, wood, &c.....	60,000 00	1	Ballast.....	
	6	New Orleans....	1	United States...	1	Cotton, 5,434 bales.....	250,000 00	1	do.....	
			1	Trapani.....	1	Cotton, 3,168 bales.....	185,000 00	1	do.....	
			1	New Orleans...	1	Cotton, 2,388 bales.....	105,000 00	1	do.....	
			1	Malta ..	1	Cotton, 1,839 bales.....	68,000 00	1		
			1	Buccari.....	1	Cotton, 2,100 bales.....	96,000 00	1		
			1		1	Cast-iron pipes, coals.....	35,000 00	1	Ballast.....	
	Glasgow.....	1	Leghorn....	1	Pepper.....	50,000 00	1	Ballast.....		
	Sumatra.....	1		1	Cotton, 1,916 bales; coals, iron bars and sundries.....	90,000 00	1			
	Liverpool.....	9	2	Gibraltar.....	1	Coals, 1,013 tons.....	24,000 00	1		
			1	Malta.....	1	Coals, 843 tons.....	21,500 00	1		
			1	Cardiff.....	1	Coals, 805 tons.....	21,200 00	1		
			1		1	Coals, 1,300 tons.....	22,500 00	1		
			1		1			1		
			1		1			1		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
AUSTRIA. TRIESTE. <i>William A. Buffum.</i> Quarter ending June 30, 1857—Continued.											
	1	Laguna	1	.....	1	.....	.....	.....	1	.....	.....
	1	Matanzas ..	1	Messina.....	1	Logwood.....	\$12,500 00	Austrian deals and planks.....	1	.....	\$5,000 00
	23	.....	23	.....	23	.....	.....	.....	23	.....	14,000 00
	9	Liverpool	1	Trapani	1	Coal.....	.....	.....	1	Ballast.....	.....
Quarter ending Sept. 30.			1	.....do.....	1	General cargo, cotton, 200 bales; iron, coal, iron pipes, anchors.....	29,500 00	.....	1	.....do.....	.....
			1	.....do.....	1	Cotton, 2,100 bales; coal.....	179,000 00	.....	1	.....do.....	.....
			1	Segna, (Crotia) ..	1	Coal.....	164,000 00	.....	1	.....do.....	.....
			1	Trapani.....	1	.....do.....	7,000 00	.....	1	.....do.....	.....
			1	In port.....	1	.....do.....	11,700 00	.....	1	In port.....	.....
			1	.....do.....	1	General cargo, coal, cotton, 1,629 bales; iron, tar.....	15,300 00	.....	1	.....do.....	.....
			1	New Orleans.....	1	General cargo, cotton, 852 bales; tar, coal.....	.....	.....	1	Ballast.....	.....
			1	In port.....	1	Coal, &c.....	.....	.....	1	In port.....	.....
	1	New Orleans...	1	Trapani.....	1	Cotton, 2,389 bales.....	11,970 00	.....	1	Ballast.....	.....
	1	Matanzas	1	Alicata.....	1	Sugar and cigars.....	150,000 00	.....	1	.....do.....	.....
	4	Boston	1	Beirut.....	1	General cargo, coffee, 1,224 bags; hides, rosin, logwood.....	90,000 00	.....	1	.....do.....	.....
			1	Smyrna.....	1	General cargo, logwood, rum, 300 barrels; pimento.....	.....	.....	1	.....do.....	.....
			1	In port.....	1	General cargo, cocoa, coffee, lima wood, liquor, 100 bar- rels; rosin.....	.....	.....	1	In port.....	.....
			1	Smyrna.....	1	General cargo, rosin, logwood, coffee.....	31,871 00	.....	1	Ballast.....	.....
	1	Baltimore	1	.....do.....	1	Tobacco, 713 hogsheads.....	29,476 00	.....	1	.....do.....	.....
Entered: 13 ships, 6 barques. Cleared: 9 ships, 4 barques; 6 in port. Aggregate tonnage entered: 12,752 tons.											

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

AUSTRIA.

421

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	Description.	Value.		
AUSTRIA. TRIESTE. William A. Buftum. Quarter ending Sept. 30, 1857—Continued.	1	Havana.....	1	In port	1	Sugar, 3,266 boxes; cigars, 117 boxes	1	In port.....	.....
	1	Barcelona . . .	1	Alexandria	1	Cotton, 876 bales; sugar, 100 boxes.....	1	Ballast.....	.....
	1	Laguna.....	1	In port	1	.....	1	In port.....	.....
	19	.....	19	.....	.....	\$719,817 00	.....	.....	.....
	
VENICE. E. Wood Perry, Jr. Quarter ending Dec. 31, 1856.	2	City Point, Va....	2	Girgenti, (Sicily)	3	Tobacco, 1,470 hhds.....	402,500 00	1	Assorted.....	.....
	1	Trieste.....	1	New York.....	1	Coal.....	.....	3	Ballast.....	.....
	1	Baltimore.....	1	New Orleans.....	.....	.....	.....	.....	.....	.....
	4	.....	4	.....	4	.....	408,500 00	4	.....	.....

Quarter ending March 31, 1857.	2	In port at com't of quarter.....	1	Marseilles.....	1	.....	.....	1	.....	.....
	1	Liverpool.....	1	Catania.....	1	.....	92,000 00	1	.....	.....
	1	Richmond	1	Messina.....	1	Tobacco, 560 hhds.....	.....	1	.....	.....
	3	.....	3	.....	3	.....	92,000 00	3	.....	.....

Quarter ending June 30.	2	Liverpool	2	Leghorn.....	2	Coals, 1,921 tons.....	19,150 00	2	.....	.....
	1	Hampton Roads..	1	do.....	1	Tobacco and logwood	81,707 00	1	.....	.....
	1	Liverpool.....	1	do.....	1	Assorted.....	.....	1	.....	.....
	1	Havana	1	.....	1	Sugar.....	.....	1	.....	.....
	5	.....	5	.....	5	.....	100,837 00	5	.....	.....

Entered: 2 ships, 2 barques.
Cleared: 3 ships, 1 barque.
Ag. tonnage entered: 2,521 14-55
tons.

Entered: 1 ship, 2 in port.
Cleared: 3.

Entered: 3 ships, 2 barques.
Cleared: Not reported.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.			OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
AUSTRIA. VENICE. <i>E. Wood Perry, Jr.</i> Quarter ending Sept. 30, 1857.	1	City Point.....	1	Grgenti.....	1	Tobacco, 783 hhds.....	\$183,500 00	1	Not reported.....	Entered: 3 ships, 2 barques. Cleared: Same. Ag. tonnage entered: 2,636 36-95 tons.	
	1	do.....	1	do.....	1	Tobacco, 498 hhds.....	125,000 00	1	do.....		
	1	do.....	1	Messina.....	1	Tobacco, 643 hhds.....	161,000 00	1	do.....		
	1	do.....	1	Grgenti.....	1	Tobacco, 583 hhds.....	146,000 00	1	do.....		
	1	do.....	1	Leghorn.....	1	Tobacco, 775 hhds.....	180,000 00	1	do.....		
HANSE TOWNS. HAMBURG. <i>Eli B. Ames.</i> Quarter ending Dec. 31, 1856.	5	.....	5	.....	5	.....	795,500 00	5	.....	
	1	Havana.....	3	New York.....	1	Sugar, 4,073 boxes.....	.....	3	General cargo and passengers.....	Entered: 3 ships, 1 barque. Cleared: 3 ships, 1 barque. Ag. tonnage entered: 2,036 65-95 tons.
	1	Callao.....	1	Belize.....	1	Logwood, 844 tons; sarsapa- rilla, 44 bales.....	.....	1	Ballast.....	
	1	Akyab.....	.....	.....	1	Guano.....	.....	.....	.....
	1	Belize.....	.....	.....	1	Rice, 7,540 bags.....	.....	.....	.....
Quarter ending March 31, 1857.	4	.....	4	.....	4	.....	.....	4	.....	
	1	New Orleans....	1	Cardiff & N. York	1	Cotton, 2,088 bales.....	.....	1	Ballast to Cardiff, and iron thence to New York.....	
	1	.....	1	.....	1	.....	.....	1	.....	
	1	Jamaica.....	1	Palermo.....	1	Pimento, dye wood, rum.....	.....	1	Ballast.....	Entered: 7 ships, 2 brigs, 4 barques, 1 schooner.
	2	New Orleans....	1	New York.....	1	Cotton, staves.....	.....	1	Passengers, 242.....	Cleared: 7 ships, 2 brigs, 4 barques, 1 schooner.
Quarter ending June 30.	3	Mobile.....	1	do.....	1	Cotton, 1,606 bales.....	.....	1	Passengers, 266; general cargo	Aggregate tonnage entered: 8,342 60-95 tons.
	1	do.....	1	do.....	1	Cotton, 2,534 bales.....	.....	1	Passengers, 292.....	
	1	Quebec.....	1	Quebec.....	1	Cotton.....	.....	1	Passengers, 367.....	
	1	New York.....	1	New York.....	1	Ballast.....	.....	1	Passengers, 213.....	
	1	do.....	1	do.....	1	do.....	.....	1	do.....	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
HANSE TOWNS. HAMBURG. Eli B. Ames. Quarter ending June 30, 1857—Continued.	1	Malmö.....	1	New York.....	1	Ballast.....	.....	1	Passengers, 195.....	.....
	1	Not reported.....	1	Newcastle.....	1	Cotton.....	.....	1	Ballast.....	.....
	1	.....do.....	1	New York.....	1	Assorted cargo.....	.....	1	Passengers.....	.....
	1	.....do.....	1	Newcastle.....	1	Lumber.....	.....	1	Ballast.....	.....
	1	.....do.....	1	Rio de Janeiro...	1	Assorted cargo.....	.....	1	Assorted cargo.....	.....
	1	.....do.....	1	New York.....	1	Ballast.....	.....	1	Passengers, 215.....	.....
	14	.....	14	.....	.....	.....	.....	14	.....	.....
	2	New York.....	1	Gothenburg.....	1	Logwood, 214 tons; India rubber shoes, 217 cases; rosin, 1,503 casks; shoe pegs, 529 casks; turpentine, 125 casks.....	.....	1	Ballast.....	.....
	1	Boston.....	1	Sold.....	1	Logwood, 85 tons; fustic, 116 tons; dye wood, 4,180 pcs; dyeing materials, 1,300 cases; hides, 3,491 pieces; rosin, 1,002 casks; honey, 154 casks; assorted goods, 1,209 casks, 32 bales, 10 chests....	.....	1	In port.....	.....
	1	Wilmington.....	1	Rio de Janeiro...	1	Rosin, 80 casks; horns, 1 bundle; hops, 56 bales; flour, 151 casks; saltpetre, 2,154 bags; furs, 2 casks; assorted goods, 462 cases...	.....	1	General cargo.....	.....
Quarter ending Sept. 30.	1	Matanzas.....	1	New York.....	1	Rosin, 3,600 casks.....	.....	1	Passengers, 80; assorted cargo	.....
	1	Matanzas.....	1	Newcastle.....	1	Sweetmeats, 2 chests; sugar, 476 casks, 2,528 cases; as- sorted goods, 6 cases.....	.....	1	Not reported.....	.....
	1	Tlacotalpan.....	1	Montevideo.....	1	Fustic, 2,056 pieces; cedar wood, 13 blocks; mahoga- ny, 200 blocks.....	.....	1	Ballast.....	.....

Entered: 8 ships, 2 barques, 1
brig, 1 schooner.
Cleared: 7 ships, 2 barques, 1
brig, 1 schooner, 1 sold.
Aggregate tonnage entered: 6,603
31-95 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	No. of Vessels.	Description.		Value.
HANSE TOWNS. HAMBURG. <i>Eli B. Ames.</i> Quarter ending Sept. 30, 1856—Continued.	1	Havana.....	1	Newcastle.....	1	Cigars, 627,800; paper cigars, 800 packages; tobacco, 60 bales; sugar, 3,626 cases; sweetmeats, 1 chest.....		1	Ballast.....	
	1	Rangoon.....	1	London.....	1	Dye wood, 4,461 pcs; horns, 1,575; rice, 21,467 bags; stool covers; terra japoni- ca, 800 bags.....		1	Not reported.....	
	1	Manzanilla.....	1	England.....	1	Cedar wood, 1,520 blocks; granadilla wood, 13½ tons; mahogany, 202 blocks, 11 plauks.....		1	Ballast.....	
	2	Chincha Islands..	1	Cardiff.....	1	Guano, 642 tons.....		1	Not reported.....	
	1	Darien, Ga.	1	Sunderland.....	1	Guano, 525 tons.....		1	Ballast.....	
	1		1	England.....	1	Lumber, 3,316 pieces.....		1	do.....	
	12	...	12		12			12		
BREMEN. <i>William Hildebrand.</i> Quarter ending De- cember 31, 1856.	1	Baltimore.....	2	Shields.....	1	Cedar blocks, 1,155; fustic, 629 sticks.....		2	Passengers and freight.....	Entered: 4 ships, 1 barque, 3 steam- ers; and 1 ship, 1 barque, 1 brig, and 1 steamer in port.
	1	Wilmington.....	1		1	Lumber.....		6		Cleared: 4 ships, 1 barque, 1 brig, 4 steamers; 1 ship, 1 barque in port.
	1	East Indies.....	1		1	Rice, 16,000 bags.....				
	1	Akyab.....		New York.....						
	1	Marasbone.....								

Entered: 4 ships, 1 barque, 3 steam-
ers; and 1 ship, 1 barque, 1 brig,
and 1 steamer in port.
Cleared: 4 ships, 1 barque, 1 brig, 4
steamers; 1 ship, 1 barque in port.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
HANSE TOWNS. BREMEN. <i>William Hildebrand.</i> Quarter ending June 30, 1857.	1	Savannah.....	1	Hamburg.....	1	Cotton, 600 bales; rice, 2,500 bags.....	.....	1	Ballast.....	.....
	1	New Orleans ..	1	....do.....	1	Cotton, 600 bales; tobacco, 526 blds.....	\$30,000 00	1	....do.....	.....
	1	Batavia.....	1	....do.....	1	Rice, 18,768 sacks; cigars, 2 cases; rattans, 400 blds., and buffalo hides.....	.....	1	....do.....	.....
	2	New Orleans....	2	In port.....	2	Staves, 8,000; tobacco, 751 blds.; cotton, 2,659 bales; pork, 200 barrels.....	.....	2	In port.....	.....
	1	Charleston	1	....do.....	1	Rice and tobacco.....	.....	1	....do.....	.....
	* 1	Jamaica.....	1	....do.....	1	Run, pimento, logwood, and coffee.....	.....	1	....do.....	.....
	1	New York.....	1	....do.....	1	Turpentine, rosin, rice, and soda ash.....	.....	1	....do.....	.....
	1	Singapore	1	....do.....	1	Gambier, 210 barrels; sugar, 497 sacks; sago meal, 300 sacks; pepper, 2,517 sacks; fustic, 14,657.....	.....	1	....do.....	.....
	16	.....	16	.....	16	.....	30,000 00	16	.....	.....

Quarter ending Sep- tember 30.	1	Baltimore.....	1	Baltimore.....	1	Tobacco.....	.....	1	Sundries.....	.....
	1	Bahia	1	England.....	1	Rice and tobacco.....	.....	1	Ballast.....	.....
	1	New Orleans.....	1	New Orleans.....	1	Cotton and tobacco.....	.....	1	....do.....	.....
	1	Not reported	1	In port	1	Not reported.....	.....	1	In port .....	.....
	1	New York	1	New York.....	1	.....	.....	1	Dry goods.....	.....
	1	....do.....	1	....do.....	1	.....	.....	1	....do.....	.....
	1	....do.....	1	In port.....	1	Sundries.....	.....	1	In port.....	.....
1	....do.....	1	....do.....	1	.....	.....	1	....do.....	.....
Entered: 4 ships, 4 barques, 3 steamers. Cleared: 2 ships, 2 barques, 2 steamers, 4 in port, 1 sold. Aggregate tonnage entered: 10,585 tons.										

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

SARDINIA.

427

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
HANSE TOWNS.									
BREMEN.									
<i>William Hildebrand.</i>	1	Montego Bay....	1	Sold.....	1	Rum and sugar.....	.....	1	Sold.....
Quarter ending Sept.	1	Jamaica.....	1	Not reported....	1	.....do.....	.....	1	Ballast.....
30, 1857—Continued.	1	.....do.....	1	In port.....	1	.....do.....	.....	1	In port.....
	11	.....	11	.....	11	.....	.....	11	.....
SARDINIA.									
GENOA.									
<i>J. Herlemont.</i>									
Quarter ending Dec.	2	Boston.....	1	Leghorn.....	1	Juniper, 5 pipes; rum and al- cohol, 550 bbls.; brandy, 100	.....	1	Rosin, 250 bbls.; rum, alco- hol, and brandy, 300 bbls.;
31, 1856.	1	New Orleans.....	1	Trapani.....	1	bbls.; rosin, 250 bbls.; to- bacco, 14 bbls.; logwood,	.....	1	—, 5 pipes; logwood,
	1	Richmond.....	1	Cagliari.....	1	.....	.....	1	18 tons.....
	1	Cardiff.....	1	Malta.....	1	Logwood, coffee, pimento....	\$28,661 99	1	Cream of tartar, 25 casks.....
	1	Glasgow.....	1	Messina.....	1	18 tons; coffee, 338½ bags..	26,184 24	3	Ballast.....
	3	In port.....	1	Sold.....	1	Logwood, coffee, pimento....	18,722 00	1	Sold.....
			3	In port.....	1	Railroad iron, 407 tons.....	.....	3	In port.....
					1	Railroad iron, 501 tons; pig iron, 150 tons.....	25,041 00	.....	.....
					1	Tobacco, 700 hids.....	147,000 00	.....	.....
					1	Cotton, 1,559 bales; staves, 2,000.....	95,161 28	.....	.....
					3	In port.....	.....	.....	.....
	9	.....	9	.....	9	.....	340,770 51	9	.....
Quarter ending March	3	In port.....	1	Leghorn.....	1	In port.....	.....	1	Ballast.....
31, 1857.	1	.....	1	Sicilia & Palermo.	1	.....do.....	.....	1	.....do.....
	1	.....	1	Palermo.....	1	.....do.....	.....	1	.....do.....
	3	New Orleans.....	1	Leghorn.....	1	Cotton, 1,219 bales.....	80,820 15	1	.....do.....
	1	.....	1	Naples.....	1	Cotton, 630 bales; tobacco, 51 bbls.....	58,792 25	1	Tobacco, 361 hbls.....
	1	New Orleans.....	1	New Orleans.....	1	Cotton, 1,455 bales; staves and cigars.....	96,291 55	1	Ballast.....

Entered: 2 ships, 4 barques, and
1 ship and 2 barques in port.
Cleared: 2 ships, 3 barques, 1
barque sold, and 1 ship and 2
barques in port.
Aggregate tonnage entered: 2,637
82-95 tons.

Entered: 5 ships, 7 barques, and 1
ship and 2 barques in port.
Cleared: 3 ships, 7 barques, and
3 ships and 2 barques in port.
Agg. tonnage entered: 6,339 88-95
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
SARDINIA. GENOA. <i>A. Herlemont.</i> Quarter ending March 31, 1857—Continued.	2	New Orleans.....	1	New Orleans.....	1	Cotton, 2,315 bales.....	\$153,525 90	1	Ballast.....	
			1	Havana	1	Cotton, 1,897 bales; staves and hides.....	138,396 80	1	....do	
	1	Callao.....	1	Trapani	1	Guano, 700 tons	44,100 00	1	....do	
	1	Bristol, (Eng.) ...	1	Sicata & Palermo.	1	Railroad iron, 454 tons.....	20,884 00	1	....do	
	1	Sunderland	1	In port	1	Coal and coke, 975 tons	11,205 00	1	In port.....	
	1	Newcastle, (Eng.)	1	....do.....	1	Coal and coke, 696 tons; iron, 7½ tons	9,195 00	1	....do	
	3	New Orleans	1	....do.....	1	Cotton, 1,878 bales.....	126,765 00	1	....do	
			1	....do.....	1	Cotton, 1,753 bales; staves, 2,000.....	121,299 95	1	....do	
			1	....do.....	1	Cotton, 1,554 bales; tobacco, 400 hhds.; staves, 7,200.....	222,270 60	1	....do	
	15	.....	15	.....	15	.....	1,083,546 20	.....	.....	\$105,938 00
	5	In port at com- mencement of the quarter.....	{ 1 3 1	Marseilles	5	In port at commencement of the quarter .....	.....	5	Ballast.....	
	1	Boston	1	Messina	1	Coffee, 1,686 bags; logwood, 10 tons; tobacco, 20 casks; rum, 300 bbls.; pitch, 300 bbls.....	41,414 92	1	....do	
	5	New Orleans	1	Leghorn	1	Cotton, 2,469 bales; wheat, 6,000 sacks; staves, 4,800; cedar, 192 blocks.....	166,010 60	1	....do	
			1	Cagliari	1	Cotton, 2,327 bales; tobacco, 381 hhds.....	273,459 55	1	....do	
			1	Palermo.....	1	Cotton, 917 bales; tobacco, 66 hhds.; staves, 3,600.....	78,964 98	1	....do	
			1	New York.....	1	Tobacco, 605 hhds; cotton, 262 bales, staves, 2,400.....	174,584 93	1	....do	
			1	Marseilles	1	Cotton, 2,608 bales.....	181,774 95	1	....do	
Quarter ending June 30.	Entered: 5 ships, 5 barques, 5 in port. Cleared: 8 ships, 5 barques, 2 in port. Aggregate tonnage entered: 6,108 93.95 tons.									

Quarter ending June 30.

[illegible]

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES--Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	No. of Vessels.	Entered.	Where from.	No. of Vessels.	Cleared.	INWARD.		OUTWARD.	
						Description.	Value.	Description.	Value.
TUSCANY. LEGHORN. <i>J. A. Binda.</i> Quarter ending Dec. 31, 1856.	1	Genoa.....	New York.....	1	Ballast.....	.....	.....	1 Marble, rags and straw.....	.....
	1	.....do.....	Baltimore.....	1	.....do.....	.....	.....	1 .....do.....	.....
	1	Trieste.....	Boston.....	1	.....do.....	.....	.....	1 .....do.....	.....
	1	.....do.....	Bath.....	1	.....do.....	.....	.....	1 .....do.....	.....
	1	Newcastle.....	New York.....	1	Coal and iron.....	.....	.....	1 .....do.....	.....
	1	New York.....	Naples.....	1	Coffee, rosin, &c.....	.....	.....	1 Coffee, rosin, &c.....	.....
Quarter ending March 31, 1857.	6	.....	.....	6	.....	.....	.....	.....	.....
	2	Genoa.....	New York.....	2	Ballast.....	.....	.....	2 Marble, rags and straw.....	.....
	1	New Orleans.....	New York.....	1	Tobacco, 546 hogsheads.....	.....	.....	1 Marble, rags and straw.....	.....
	1	.....do.....	.....do.....	1	Not reported.....	.....	.....	1 .....do.....	.....
	1	.....do.....	Civita Vecchia.....	1	Tobacco, 734 hogsheads.....	.....	\$153,321 00	1 Tobacco, 406 hogsheads.....	.....
	1	.....do.....	Naples.....	1	Tobacco, 800 hogsheads.....	.....	.....	1 Inward.....	.....
Quarter ending June 30.	1	Genoa.....	Philadelphia.....	1	Ballast.....	.....	.....	1 Marble, rags and straw.....	.....
	1	.....do.....	New York.....	1	.....do.....	.....	.....	1 .....do.....	.....
	1	.....do.....	.....do.....	1	.....do.....	.....	.....	1 .....do.....	.....
	1	.....do.....	Baltimore.....	1	Not reported.....	.....	.....	1 .....do.....	.....
	1	Manila.....	Boston.....	1	Ballast.....	.....	.....	1 .....do.....	.....
	1	Trieste.....	New York.....	1	.....do.....	.....	.....	1 .....do.....	.....
Quarter ending Sept. 30.	1	Venice.....	.....do.....	1	.....do.....	.....	.....	1 .....do.....	.....
	1	.....do.....	Philadelphia.....	1	Not reported.....	.....	.....	1 .....do.....	.....
	12	.....	.....	12	.....	.....	153,321 00	.....	.....

	.....	No return.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	No return.

No return.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of vessels.	Where from.		No. of vessels.	Description.	Value.	No. of vessels.		Description.	Value.
THE TWO SICILIES. NAPLES. <i>Alexander Hummel.</i> Quarter ending Dec. 31, 1856.	3	Newcastle.....	2	Palermo.....	1	Railroad iron, 400 tons.....	1	Licorice, 50 boxes	\$1,600 00	Entered: 3 barques, 1 brig. Cleared: 3 barques, 1 brig. Agg. tonnage entered: 1,664 73-95 tons.
	1	Bristol.....	1	New York.....	1	Coal, 300 tons.....	1	Oranges, 4,500 boxes; lemons, 500 boxes.....	6,240 00	
	1	Bristol.....	1	Charleston.....	1	Coal, 100 tons; coke, 240 tons. Coke, 640 tons; pig iron, 95 tons; bar iron, 25 tons.....	2	Ballast .....	.....
	4	.....	4	.....	4	.....	4	.....	7,840 00
Quarter ending March 31, 1857.	1	New York.....	1	Charleston.....	1	Leaf tobacco, 361 hog-heads..	1	Lemons and oranges, 3,316 boxes.....	3,600 00	Entered: 1 ship, 1 barque, 1 schooner. Cleared: 1 ship, 1 barque, 1 schooner. Agg. tonnage entered: 1,575 8-95 tons.
	1	Newcastle.....	1	New York.....	1	Coal, 425 tons; coke, 925 tons.	1	Argols, 15 casks.....	220 00	
	1	New Orleans and Genoa.....	1	Cagliari.....	1	Mahogany, 180 crotches and 150 lbs.; rum, 15½ casks; logwood, 15 tons; coffee, 1,548 bags.....	1	Paving lava, 10 tons	20 00	
	3	.....	3	.....	3	.....	2	Licorice, 21 boxes	750 00
Quarter ending June 30.	1	New Orleans....	1	Palermo.....	1	Tobacco, 310 bbls.; staves, 5,500	1	Staves, 5,500, and ballast	Entered: 1 ship, 4 barques. Cleared: 3 barques; 2 in port. Aggregate tonnage entered: 2,301 5-95 tons.
	1	New York....	1	do.....	1	Cotton, 780 bales.....	1	Ballast .....	.....
	1	do.....	1	Gigenti, Paler- mo, and New York.	1	Tobacco, 406 bbls. \$92,000 00 Pitch, 400 bbls.; rosin, 100 bbls.; cotton, 20 bales. 1,800 00 Logwood, 35 tons. 616 00	1	Pitch, 200 bbls.....	.....
	.....	.....	.....	.....	.....	.....	.....	Cotton, 20 bales.....	.....
								Macaroni, 200 baskets and 300 boxes.....	1,300 00	
								Terra cloth, 3 boxes.....	50 00	
								Pipes and stumps, 123 boxes	917 00	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

TWO SICILIES.

433

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.	
TWO SICILIES, PALERMO. <i>Henry II. Barstow.</i> Quarter ending March 31, 1857.	1	Oporto	3	New York.....	3	.....	.....	Sulphur, 2,850 cantars; al- monds, 300 bags; fruit, 14,240 boxes; fiberts, 302 bags; licorice paste, 50 cases; walnuts, 100 bags; figs, 807 boxes; sumac, 1,400 bags; canary seed, 150 blbs. and 39 bags.....	.....	Entered: 2 ships, 14 barques, 3 brigs, 2 schooners, 1 U. S. frigate; and 1 ship, 4 barques, and 1 brig in port. Cleared: 3 ships, 18 barques, 4 brigs, 2 schooners, and 1 U. S. frigate. Aggregate tonnage entered: 7,614 tons; and 2,345 tonnage in port.
	1	Giganti
	1	Naples
	1	Malta	1	Boston	1	.....	.....	Sulphur, 512 cantars; rags, 40 bales; walnuts, 52 bags; fiberts, 75 bags; fruit, 3,095 boxes.....	.....	13,725 10 15
	1	Naples	1	New Orleans.....	1	.....	.....	Canary seed, 50 blbs.; wal- nuts, 100 bags; fiberts, 50 bags; salt, 150 salmas; fruit, 6,000 boxes.....	.....	3,385 16 5
	1	Trapani	1	Baltimore	1	.....	.....	Sunac, 500 bags; licorice paste, 195 cases; corks, 200 bags; canary seed, 50 bags; walnuts, 100 bags; fruit, 4,905 boxes; fiberts, 100 bags; olive oil, 20 casks; almonds, 280 bags and 100 boxes; salt, 700 salmas.....	.....	4,000 0 0
	1	Genoa.....	.....	.....	.....	.....	.....	Sulphur, 1,960 cantars; fruit, 12,040 boxes; sumac, 2,450 bags; rags, 180 bales; es- sences, 4 jars; walnuts, 36 bags; fiberts, 64 bags; wine, 25 casks.....	.....	8,514 7 7
	1	Marseilles.....	4	Boston	4	Not reported.....	.....	.....	.....	.....
	1	Malaga.....	.....	.....	.....	.....	.....	.....	.....	.....
	1	Constantinople...	.....	.....	.....	.....	.....	.....	.....	.....
	2	Marseilles .....	.....	.....	.....	.....	.....	Sulphur, 5,156 cantars; sumac, 7,550 bags; fruit, 36,588 boxes; walnuts, 736 bags;	.....	13,384 17 10
	2	Malaga.....	4	New York.....	4

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

TWO SICILIES.

435

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of vessels.	Where from.		No. of vessels.	Description.	Value.	No. of vessels.		Description.	Value.
TWO SICILIES. PALERMO. <i>Henry H. Barstow.</i> Quarter ending June 30, 1857.	7	In port at com- mencement of quarter.	7	In port.	1	.....	.....	7	In port.	<i>onc. tr. gr</i>
	2	Barcelona.	1	Boston.	1	Ballast. ....	.....	1	Pumice stone, fruit.	2,665 1 6
			1	New York.	1	....do. ....	.....	1	Sulphur, sumac, licorice paste, rags, fruit.	5,522 25 1
	6	Marseilles.	1	Philadelphia.	1	....do. ....	.....	1	Sulphur, sumac, rags, fruit.	5,194 23 6
			1	....do.	1	....do. ....	.....	1	Sulphur and fruit.	3,533 10 10
			1	....do.	1	....do. ....	.....	1	Sulphur, sumac, fruit.	3,899 0 6
			1	New York.	1	.....	.....	1	Sulphur, sumac, rags, fruit, es- sence.	5,442 29 10
			1	....do.	1	Ballast. ....	.....	1	Sulphur, sumac, rags, fruit.	6,372 12 15
			1	....do.	1	....do. ....	.....	1	Sulphur, sumac, fruit.	4,021 6 14
	2	Cadiz.	1	....do.	1	....do. ....	.....	1	Sumac, fruit.	3,326 29 12
			1	....do.	1	....do. ....	.....	1	Sulphur, fruit.	3,264 11 6
	1	Boston.	1	Boston.	1	Rosin and boards.	\$740 12	1	Sumac, fruit.	2,833 7 14
	2	Naples.	1	Baltimore.	1	Ballast. ....	.....	1	Sulphur, sumac, cork, and fruit.	4,763 14 8
			1	New York.	1	....do. ....	.....	1	Sulphur, sumac, fruit, licorice paste, canary seed.	7,909 10 15
	2	Gibraltar.	1	Philadelphia.	1	....do. ....	.....	1	Sulphur, fruit.	3,533 10 10
2	Genoa.	1	New York.	1	....do. ....	.....	1	Sulphur, sumac, filberts.	7,339 17 19	
		1	....do.	1	....do. ....	.....	1	Sumac, fruit, sulphur, canary seed, walnuts.	5,061 7 4	
2	Messina.	1	Trapani.	1	....do. ....	.....	1	.....	.....
		1	Boston.	1	....do. ....	.....	1	Sulphur, canary seed, fruit.	3,389 10 2	
		1	....do.	1	.....	.....	1	Sulphur, sumac, rags, essence, licorice paste, fruits.	3,036 16 12	
1	Trieste.	1	....do.	1	.....	.....	.....	1	Sulphur, fruits, almonds, &c.	3,645 14 13
1	Newcastle.	1	....do.	1	Ballast. ....	.....	.....	1	Sulphur, sumac, rags, essence, fruit.	3,861 4 8
1	Girgenti.	1	New York.	1	....do. ....	.....	.....	1	Sulphur, sumac, corks, lico- rice paste, rags, fruit, mace- caviar, and wine.	10,548 4 15

Entered: 15 barques, 6 brigs, 2
schooners; 7 in port.
Cleared: 15 barques, 6 brigs, 2
schooners; 7 not classified.
Aggregate tonnage entered: 8,487
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

TWO SICILIES.

437

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
TWO SICILIES. TRAPANI. S. de S. <i>Malato</i> . Quarter ending March 31, 1857.	1	Marseilles	1	Baltimore.....	1	Ballast.....	.....	1	Salt, 1,900 salmas.....	\$2,200 00
	1	Genoa.....	1	.....	1	.....do.....	.....	1	Salt, 1,312 salmas.....	2,019 20
	2	.....	2	.....	2	.....	.....	2	.....	4,219 20
	1	Trieste.....	1	Boston	1	Not reported.....	.....	1	Salt.....	.....
Quarter ending June 30.	1	Palermo.....	1	.....do.....	1	.....do.....	.....	1	.....do.....	.....
	2	.....	2	.....	2	.....	.....	2	.....	.....
	5	Trieste.....	5	Boston	5	Not reported.....	.....	5	Salt.....	20,354 00
	1	Naples	1	New Orleans.....	1	.....	.....	1	.....do.....	2,584 00
Quarter ending Sept. 30.	1	Corfu.....	1	Boston	1	.....	.....	1	.....do.....	3,250 00
	1	Ragusa.....	1	Leghorn.....	1	.....	.....	1	Ballast.....	.....
	8	.....	8	.....	8	.....	.....	8	.....	26,188 00
	1	Trieste.....	1	Boston	1	Not reported.....	.....	15	Lemons, 13,191 boxes; oranges, 3,672 boxes; shelled al- monds, 975 boxes; sun- dries, 1,933 bags; fibers, 1,000 bags; walnuts, 625 bags; soft-shelled almonds, 961 boxes; brimstone, 10,029 cans; rags, 2,213 bales; canary seed, 132 barrels; and 100 bags; hemp seed, 130 barrels and 95 bags; cur- rauts, 202 barrels; wine, 110 casks; pumice stone,	Entered: 2 ships, 11 barques, 6 brigs; and 1 barque and 1 brig in port. Cleared: 2 ships, 10 barques, 5 brigs; and 2 barques and 2 brigs in port. Aggregate tonnage entered: 6,347 tons; and tonnage of vessels in port, 516 tons.
MESSINA. F. W. <i>Behn</i> . Quarter ending Dec. 31, 1856.	2	Malta	3	Philadelphia.....	1	Tobacco, 200 hogsheds; cof- fee, 50 bags; rum, 40 bar- rels; rosin, 307 barrels; nails, 100 kegs; logwood, 96 tons .....	.....	.....	.....	.....
	2	New York.....	5	New York.....	1	.....	.....	.....	.....	.....
	2	Gibraltar.....	1	Gibraltar.....	1	.....	.....	.....	.....	.....
	1	Boston	3	Boston	1	.....	.....	.....	.....	.....
Quarter ending Dec. 31, 1856.	1	Boston, via Malta.....	2	Baltimore.....	1	Rosin, 184 barrels; lumber, 6,000 pieces.....	.....	.....	.....	.....
	1	Marseilles.....	1	Ginebra.....	2	Lumber.....	.....	.....	.....	.....
	1	Bangor.....	4	In port.....	4	.....	.....	.....	.....	.....
	1	Cadiz.....	.....	.....	.....	.....	.....	.....	.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

TWO SICILIES.

439

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
TWO SICILIES, MESSINA. F. W. Behn. Quarter ending March 31, 1857—Continued	1	Denia.....	.....	.....	.....	.....	.....	5	Lemons, 7,790 boxes; oranges, 15, 235 boxes.....	\$37, 225 00
	26	.....	26	.....	26	.....	\$32, 800 00	26	.....	265, 860 00
Quarter ending June 30.	1	Venice.....	1	New York.....	1	Ballast.....	.....	9	Canary seed, 979 barrels; almonds, 500 boxes; hemp seed, 256 barrels; lemons, 9,122 boxes; sumac, 4,635 bags; oranges, 9,878 boxes; walnuts, 81 bags; essences, 127 boxes; filberts, 255 bags; argols, 12 casks; brimstone, 7,673 cantars; olive oil, 110 casks; licorice paste, 66 cases; pumice stone, 110 casks; rags, 1,207 bales; wine, 67 quarter casks.....	.....
	1	Marseilles.....	1	do.....	1	None.....	.....	.....	.....	.....
NOTE.—Eight of the above vessels entered in March, before the commencement of the quarter.	1	Zante.....	1	do.....	1	do.....	.....	.....	.....	.....
	1	Trieste.....	1	do.....	1	do.....	.....	.....	.....	.....
	1	do.....	1	do.....	1	Lumber.....	.....	.....	.....	.....
	1	do.....	1	do.....	1	Ballast.....	.....	.....	.....	.....
	1	Cadiz.....	1	do.....	1	None.....	.....	.....	.....	.....
	1	Barcelona.....	1	do.....	1	do.....	.....	.....	.....	.....
	2	Genoa.....	2	do.....	2	do.....	.....	.....	.....	.....
	1	N. York, via Palma	1	New York.....	1	Rosin, 75 barrels; coffee, 10 bags; cloves, 5 bags; rum; 20 barrels; cassia, 30 bags; pimento, 5 bags; mahogany, 12 logs; clocks, 9 cases; pipe-staves, 2,400; logwood, 4 tons.....	.....	3	Brimstone, 650 cantars; lico- rice paste, 59 cases; canary seed, 75 barrels; wine, 150 quarter casks; oranges, 5,175 boxes; essences, 103 jars; lemons, 4,225 boxes; walnuts, 75 bags; filberts, 150 bags.....	132, 750 00
	1	Cadiz.....	1	do.....	1	None.....	.....	.....	.....	32, 175 00
	1	Malaga.....	1	do.....	1	do.....	.....	.....	.....	.....
	1	Barcelona.....	1	Philadelphia.....	1	Barcelona.....	.....	2	Brimstone, 400 cantars; su- mac, 780 bags; canary seed, 100 barrels; filberts, 100 bags; almonds, 120 boxes; lemons, 3,530 boxes; wine, 100 qt. casks; olive oil, 20 casks; oranges, 6,550 boxes	24, 500 00
	1	Cadiz.....	1	do.....	1	None.....	.....	.....	.....	.....

Entered: 1 ship, 9 barques, 3 brigs,
and 2 schooners.
Cleared: 1 ship, 9 barques, 3 brigs,
and 2 schooners.
Aggregate tonnage entered: 4,647
tons.
NOTE.—Eight of the above vessels
entered in March, before the
commencement of the quarter.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
TWO SICILIES. MESSINA. <i>F. W. Behn.</i> Quarter ending June 30, 1857—Continued.	1	Smyrna	1	Palermo	1	None .....	.....	1	Ballast .....	.....
	15	.....	15	.....	.....	.....	\$2,500 00	15	.....	\$189,425 00
Quarter ending Sept. 30.	1	Catania	1	Malaga	1	Ballast .....	.....	1	Brimstone, rags, &c.	10,700 00
	1	Patras	1	New York	1	Currents .....	.....	1	Currents, lemons, &c.	5,300 00
	1	Gigenti	1	In port	1	Not reported .....	.....	1	In port .....	.....
	1	Genoa	1	do	1	do .....	.....	1	do .....	.....
	4	.....	4	.....	4	.....	.....	4	.....	15,900 00
TURKEY. CONSTANTINOPLE. <i>John P. Brown.</i> Quarter ending Dec. 31, 1856.	.....	No return. ....	.....	.....	.....	.....	.....	.....	No return. ....	.....
Quarter ending March 31, 1857.	1	Galatz	1	Galatz	1	Grain .....	.....	1	Ballast .....	.....
	1	New York	1	Smyrna	1	New England rum ..	.....	1	do .....	.....
	1	Boston ..	1	do	1	do .....	.....	1	do .....	.....
	1	do	1	Palermo	1	Rum and sugar .....	.....	1	do .....	.....
	1	Trebisond	1	Smyrna	1	Miscellaneous .....	.....	1	do .....	.....
	5	.....	5	.....	5	.....	.....	5	.....	.....
Quarter ending June 30.	1	New York	1	Malta	1	Rum and flour	29,100 00	1	Ballast .....	.....
	1	do	1	Smyrna	1	Rum	32,160 00	1	do .....	.....
	1	Boston	1	do	1	Rum, rosin, &c.	20,824 00	1	None	23,337 00
	1	Alexandria	1	Sold	1	.....	.....	1	Machinery .....	.....
	1	Galatz	1	Marseilles	1	.....	.....	1	Grain .....	.....
	1	Philadelphia	1	Sebastopol	1	.....	.....	1	Machinery .....	.....
	6	.....	6	.....	6	.....	82,064 00	6	.....	92,337 00
									Entered; 3 barques, 2 schooners, 1 steamer.	
									Cleared: Same.	
									Aggregate tonnage entered: 1,939 tons.	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

TURKEY.

441

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		CLEARED.	INWARD.		OUTWARD.						
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.		Value.		
TURKEY. CONSTANTINOPLE. <i>John P. Brown.</i> Quarter ending Sept. 30, 1857.	1	New York.	1	Boston	1	Rum	\$5,275 00	1	Not reported		Entered: 2 ships, 4 barques, 2 schooners.	
	1	do.	1	Odessa	1	Machinery		1	do.		Cleared: Same.	
	1	do.	1	Smyrna	1	Rum		1	do.		Aggregate tonnage entered: 3,935 tons.	
	1	do.	1	Odessa	1	Ballast		1	do.			
	1	Philadelphia	1	do.	1	do.		1	do.			
	1	do.	1	Sebastopol	1	Machinery		1	do.			
	1	Boston	1	Smyrna	1	Rum		1	do.			
	1	Odessa	1	New York	1	Wool and linseed		1	do.			
	8		8				5,275 00	8				
SMYRNA. <i>E. S. Offley.</i> Quarter ending Dec. 31, 1856.	1	Boston	9	Boston	1	Coffee		6	Figs, wool, boxwood, hemp- seed, galls, gums, madder root, rags, &c.	\$202,250 00		
	2	Boston and Mar- selles	2	New York	1	Coffee, domestics, sugar, and rum	24,000 00				40,650 00	
	2	Boston & Trieste	1	In port	3	Ballast	54,000 00	2	Figs		20,000 00	
	7	In port			7	In port		1	Figs, wool, and raisins		41,000 00	
								1	Wool, rags, and figs		40,000 00	
								1	Wool and fruit			
								1	In port			
	12		12				78,000 00	12			373,900 00	
Quarter ending March 31, 1857.	1	In port at com't of quarter	1	Boston	1	In port at commencement of quarter		1	Wool, figs, and mustard seed		25,000 00	Entered: 6 barques, 1 brig, 1 in port.
	1	Boston and Con- stantinople	1	do.	1	Domestics	10,000 00	1	Wool, figs, and rags		33,000 00	Cleared: 2 barques, 1 brig, 1 class not reported, 4 in port.
	1	New York & Con- stantinople	1	New York	1	Ballast		1	Wool and gums		50,000 00	Aggregate tonnage entered: 2,403 tons.
	1	Boston and Malta	1	Boston	1	Rum, coffee, logwood, rosin, and manufactures	20,000 00	1	Wool, raisins, and galls		55,000 00	

Entered: 2 ships, 4 barques, 2
schooners.
Cleared: Same.
Aggregate tonnage entered: 3,935
tons.

Entered: 6 barques, 1 brig, 1 m
port.
Cleared: 2 barques, 1 brig, 1 class
not reported, 4 m port.
Aggregate tonnage entered: 2,403
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
EGYPT. ALEXANDRIA. <i>Edwan De Leon.</i> Quarter ending Dec. 31, 1856.	.....	No return.....	.....	.....	.....	.....	.....	.....	No return.
	1 1 2 4	Cardiff..... Smyrna .. In port.....	1 1 2 4	Gibraltar..... Malta & Messina.....	1 1 2 4	Coals, 329 tons..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	Entered: 4 vessels. Cleared: 4 vessels. Aggregate tonnage not reported.
	1 1	Smyrna.....	1 1	Jaffa.....	1 1	Ballast..... .....	..... .....	..... .....	Entered: 1 steamer. Cleared: 1 steamer. Aggte tonnage entered: 259 tons.
	.....	No return.....	.....	.....	.....	.....	.....	.....	No return.
AFRICA. MONROVIA, (LIBERIA.) <i>John Z. Forney.</i> Quarter ending Dec. 31, 1856.	1 1 1 3	New York..... Cape Palmas..... Baltimore.....	2 1 3	Cape Palmas.... New York.....	2 1 3	Assorted..... Palm oil and camwood.....	\$16,000 00 16,000 00	..... ..... ..... 6,520 01	Entered: 1 barque, 2 schooners. Cleared: 1 barque, 2 schooners. Aggte tonnage entered: 462 tons.
	3	Baltimore.....	2	Cape Palmas.....	1	Assorted cargo, 70 tons. Emigrants and cargo.....	.....	.....	Entered: 4 brigs, 1 schooner, 3 ships, and 7 vessels in port.
	3	Boston.....	1	Baltimore.....	1	Not given in consular returns. Assorted cargo, 150 tons.....	.....	.....	Cleared: 7 brigs, 4 ships, 1 barque, and 3 schooners.
	.....	.....	1	Sierra Leone....	1	Assorted cargo, 600 tons.....	.....	.....	Aggregate tonnage cleared: 2,677 tons.
.....	.....	1	Calcutta.....	1	Assorted cargo, 200 tons.....	.....	.....	.....	.....
.....	.....	1	Bight of Benm....	1	Assorted cargo, 200 tons.....	.....	.....	.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
AFRICA. MONROVIA, (LIBERIA.) John Z. Forney. Quarter ending Mar. 31, 1857—Continued.	2	Grand Bassa.....	1	New York	1	Not given in consular returns.	.....	1	Palm oil, 20,000 gals.; camwood	\$8,000 00
			1	Sinon	1	.....do.....	.....	1	Not given in consular returns.	
	4	New York	1	El Mina	1	Assorted cargo, 175 tons.....	\$12,000 00	1	.....do.....do.....	.....
			3	Bight of Benin...	1	Assorted cargo, 200 tons.....	15,000 00	1	.....do.....do.....	.....
			1		1	Assorted cargo, 125 tons.....	17,000 00	1	.....do.....do.....	.....
			1		1	Assorted cargo, 300 tons.....	25,000 00	1	.....do.....do.....	.....
	1	Sierra Leone.....	1	Sinon	1	Assorted .....	.....	1	.....do.....do.....	.....
	1	Salem.....	1	Grand Bassa....	1	Not given in consular returns.	.....	1	Palm oil, camwood, ivory, gold, 200 oz.....	19,600 00
	1	Sinon	1	Sierra Leone....	1	.....do.....	.....	1	Not given in consular returns.	.....
	15	.....	15	.....	.....	.....	156,000 00	15	.....	27,600 00
Quarter ending June 30, 1857.	1	New York.....	1	Grand Bassa....	1	Assorted cargo and provisions	8,000 00	1	Not given in consular returns.	.....
	3	Grand Bassa....	1	Baltimore.....	1	Not given in consular returns.	.....	1	Palm oil, 20,000 gallons.	6,500 00
			Cape Palmas....	1	.....do.....do.....	.....	1	.....	.....
			Grand Bassa....	1	.....do.....do.....	.....	1	.....	.....
	1	Boston	1	Boston	1	Provisions	3,800 00	1	Palm oil, ivory, camwood ...	1,485 37
	1	St. Thomas....	1	Grand Bassa....	1	Provisions	5,800 00	1	.....	.....
	1	Baltimore	1	do	1	Provisions .....	.....	1	.....	.....
	1	Gaboon	1	Gaboon	1	.....	.....	1	Palm oil, camwood, &c.....	12,659 20
	1	Sherboro' Island.	1	New York	1	.....	.....	1	.....	.....
	1	Sinon	1	Grand Bassa....	1	.....	.....	1	.....	.....
	10	.....	10	.....	10	.....	17,600 10	10	.....	20,614 57
Quarter ending Sept. 30.										
	1	Baltimore.....	1	Cape Palmas	1	Immigrants .....	.....	1	Not reported.....	.....
	1	.....do	1	Grand Bassa....	1	Assorted and provisions.....	.....	1	.....do.....	.....
	1	.....do	1	.....do	1	General.....	8,000 00	1	.....do.....	.....
	1	Grand Bassa....	1	.....do	1	Not reported.....	.....	1	.....do.....	.....
	1	.....do	1	.....do	1	Coasting trader .....	.....	1	.....do.....	.....
	1	.....do	1	Acra	1	Provisions	668 00	1	.....do.....	.....

Aggregate tonnage in port: 1,730 tons.

Entered: 1 brig, 1 barque, 2 ketches, 6 schooners.
Cleared: 1 brig, 1 barque, 2 ketches, 6 schooners.
Aggregate tonnage entered: 1,510 tons.Entered: 3 ships, 1 barque, 1 brig, 5 ketches, 6 schooners.
Cleared: 3 ships, 1 barque, 1 brig, 5 ketches, 6 schooners.
Aggregate tonnage entered: 3,518 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

AFRICA.

445

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSEL'S.			CARGOES.			CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.			Value.	No. of Vessels.	Description.	Value.
AFRICA.									
MONROVIA, (LIBERIA.) <i>John Z. Forney.</i> Quarter ending Sept. 30, 1857—Continued.	16	1 New York..... 1 ..do..... 1 Cape Palmas..... 1 ..do..... 1 ..do..... 1 ..do..... 1 ..do..... 1 Philadelphia..... 1 Boston..... 1 Macbias.....	1 Gaboon..... 1 Grand Bassa..... 1 ..do..... 1 Baltimore..... 1 Cape Palmas..... 1 Grand Bassa..... 1 ..do..... 1 ..do..... 1 ..do..... 1 ..do..... 1 General..... 1 Lumber, tobacco, &c.....	1 1 1 1 1 1 1 1 1 1 1 1	General..... Coasting trader..... .....do..... .....do..... .....do..... .....do..... .....do..... General..... .....do..... Lumber, tobacco, &c.....	\$20,000 00 8,000 00 8,000 00 4,000 00	1 Not reported..... 1 ..do..... 1 ..do..... 1 ..do..... 1 ..do..... 1 ..do..... 1 ..do..... 1 ..do..... 1 ..do..... 1 ..do..... 1 ..do..... 1 ..do.....	..... ..... ..... ..... ..... ..... ..... ..... ..... ..... ..... .....
MUSCAT. ZANZIBAR. <i>Daniel H. Mansfield.</i> Quarter ending Dec. 31, 1856.	2 1	2 Aden and Muscat. 1 In port.....	2 Salem..... 1 Providence ..	2 1	Coffee, 700 bags; dates, 3,500 bags; hides, 400; goat and sheep skins, 11,000..... In port..... 30,150 00	1 Ivory, 579 pieces; cloves, 2,186 bags; copal, 200 bags and 95 boxes; pepper, 35 bags; shell, 2 boxes, &c..... 2 Ivory, 581 large, and 149 small pieces; copal, 1,081 bags; cloves, 925 bags; goatskins, 383; shell, 1 box; and in ward cargoes..... \$58,800 00 114,440 00 173,240 00	Entered: 2 barques, and 1 barque in port. Cleared: 3 barques. Agg. tonnage entered: 536 47-95 tons.
Quarter ending March 31, 1857.	3	1 Nos Beh.....	1 Salem.....	1	American cottons, 920 bales; hides, 2,000; specie, \$31,000; powder, 1,600 kegs.....	52,000 00	1 Gun copal, 1,376 bags; ivory, 233 pieces; shell, 1 barrel; hides, 16,117; myrrh, 6 bags; cloves, 263 bags.....	Entered: 6 barques. Cleared: 6 barques. Agg. tonnage entered: 1,843 38-95 tons.	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		Where for.	No. of Vessels.	INWARD.		No. of Vessels.	OUTWARD.		Value.
	No. of Vessels.	Where from.			Description.	Value.				
MUSCAT. ZANZIBAR. <i>Daniel H. Mansfield.</i> Quarter ending March 31, 1857—Continued.	1	Providence	1	Uncertain	1	Cotton sheetings, 880 bales; cotton shirrings, 100 bales; cotton drills, 25 bales; pow- der, 1,000 kegs.	1	American cottons, 250 bales; powder, 150 kegs; specie, \$10,000.	\$19,375 00	
	1	Muscat.....	1	Providence.....	1	Mocha coffee, 200 bags; dates, 3,000 bags; goat skins, 250 carges; hides, 5 carges.....	1	Inward cargo; ivory. 500 pieces; copal, 600 bags and 96 cases; hides, 7,000; cloves, 1,700 bags; pepper, 50 bags; shell, 2.0 pounds...	61,700 00	
	1	Mozambique.....	1	Uncertain	1	American cotton, 668 bales; brown soap, 286 boxes; brass wire, 20 casks; soda ash, 5 casks.....	1	American cotton, 20 bales; specie, \$25,000, and ballast.	26,287 00	
	1	Warren	1	Cruising.	1	Sperm oil, 100 barrels.....	1	Sperm oil, 100 barrels.....	4,000 00	
	1	Salem.....	1	Aden	1	Cottons, 850 bales; soap, 400 boxes.....	1	Dates, 600 bags	1,200 00	
	6	.....	6	.....	6	.....	6	.....	189,412 00
Quarter ending June 30.	1	Brava	1	Mozambique.....	1	Ivory and hides.....	1	Inward cargo, &c.....	76,502 00	
	1	Nos Beh.....	1	Aden	1	Cotton goods, produce, &c....	1	Cotton goods, 800 bales....	48,000 00	
	1	Mozambique	1	Providence	1	Ivory, hides, sugar, &c.....	1	Inward cargo, &c.....	71,000 00	
	1	Providence.....	1	Madagascar.....	1	Domestic, soap, &c.....	1	Cotton goods, 550 bales.....	28,500 00	
	1	Salem.....	1	Aden.....	1	Domestic, powder, soap.....	1	Ballast and specie.....	30,000 00	
	1	Warren	1	Cruising.....	1	Sperm oil, 120 barrels	1	Inward cargo	4,800 00	
	1	Salem.....	1	Aden	1	Domestic, muskets, &c.....	1	Not reported .....	.....
	7	.....	7	.....	7	.....	7	.....	258,802 00
Quarter ending Sept. 30.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....

Entered : 7 barques.
Cleared : 7 barques.
Aggregate tonnage entered : 2,287
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

CHINA.

447

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
CHINA. SHANGHAI. <i>Robert C. Murphy.</i> Five months ending Dec. 31, 1856.	9	In port	4	New York.....	9	In port.....	.....	25	.....	.....	Entered: 21 ships, 1 barque, 1 brig, 4 schooners, 3 steamers, and 7 ships, 1 barque, and 1 steamer in port. Cleared: 15 ships, 1 barque, 1 brig, 4 schooners, 4 steamers, and 13 ships and 1 barque in port. Aggregate tonnage entered: 25,835 tons. Tonnage of vessels in port at com- mencement of quarter: 6,067 tons.
	1	Hong Kong.....	1	Hong Kong.....	30	.....	.....	14	In port.....	.....
	1	London.....	1	.....	.....	.....	.....	.....	.....	.....
	1	Foo Chou.....	1	Whampoa.....	.....	.....	.....	.....	.....	.....
	1	In port.....	1	In port.....	.....	.....	.....	.....	.....	.....
	3	New York.....	3	New York.....	.....	.....	.....	.....	.....	.....
	1	Hong Kong.....	1	Hong Kong.....	.....	.....	.....	.....	.....	.....
	2	San Francisco...	2	New York.....	.....	.....	.....	.....	.....	.....
	8	Hong Kong.....	3	Hong Kong.....	.....	.....	.....	.....	.....	.....
	3	New York.....	3	New York.....	.....	.....	.....	.....	.....	.....
2	Foo Chou.....	2	Foo Chou.....	.....	.....	.....	.....	.....	.....	.....
1	Macao.....	1	do.....	.....	.....	.....	.....	.....	.....	.....
1	Singapore.....	1	Singapore.....	.....	.....	.....	.....	.....	.....	.....
1	Foo Chou.....	1	do.....	.....	.....	.....	.....	.....	.....	.....
5	New York.....	5	In port.....	.....	.....	.....	.....	.....	.....	.....
4	San Francisco...	4	do.....	.....	.....	.....	.....	.....	.....	.....
2	London.....	2	do.....	.....	.....	.....	.....	.....	.....	.....
1	Australia.....	1	do.....	.....	.....	.....	.....	.....	.....	.....
1	Siam.....	1	do.....	.....	.....	.....	.....	.....	.....	.....
39	.....	39	.....	39	.....	.....	.....	39	.....	.....
.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending March 31, 1857.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Entered: 12 ships, 3 barques, 2 steamers
Quarter ending June 30	1	New York.....	1	Swatow.....	1	Not reported.....	.....	1	Not reported.....	.....	Cleared: 10 ships, 3 barques, 2 steamers; 2 in port. Aggregate tonnage entered: 12,502 tons.
1	do.....	1	Siam.....	1	do.....	.....	.....	1	do.....	.....	.....
1	Hong Kong.....	1	New York.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	Hong Kong.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	Touchon.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	Hong Kong.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	Foo Chou.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....	.....	.....	1	do.....	.....	.....
1	do.....	1	do.....	1	do.....						

[illegible]

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
CHINA. AMOI. Thomas H. Hyatt. Quarter ending March 31, 1887.	1	In port at com- mencement of the quarter.	1	Shanghai.....	1	In port at commencement of quarter.....	.....	1	Sugar, 1,047 bags; sugar can- dy, 190 baskets; tobacco, 407 baskets; dried fruit, 30 baskets; thread, 14 bas- kets; tea flowers, 24 bas- kets.....	\$8,847 00
	1	Manila	1	Hong Kong.....	1	Ballast .....	.....	1	Ballast .....	.....
	1	Hong Kong.....	1	Formosa.....	1	Cotton yarn, 75 bales; beer, 50 cases; matting, 120 bales, &c. Ballast.....	Unknown.....	1	Ballast .....	.....
	1	Shanghai.....	1	Hong Kong.....	1	Ballast .....	.....	1	Sugar, 1,319 baskets; dried fruit, 13 baskets; sugar can- dy, 426 tubs; peas, 154 bas- kets; medicine, 98 bales; wheat, 142 baskets; copper each, 200 bags, &c.....	11,373 00 10,000 00
	1	Foo-Chou.....	1	Foo-Chou.....	1	Ballast .....	.....	1	Tea, 3,070 boxes.....	.....
	1	Singapore.....	1	In port.....	1	Rice, 2,000 piculs; broads, 23 cases; biche de mer, 50 baskets.....	.....	1	In port .....	.....
	6	.....	6	.....	6	.....	\$8,000 00	.....	.....	.....
Quarter ending June 30	.....	No return.....	.....	.....	.....	.....	8,000 00	6	.....	30,320 00
Quarter ending Sept. 30	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	No return.
SANDWICH ISLANDS HONOLULU. George A. Lathrop. Quarter ending Dec. 31, 1886.	1	In port at com- mencement of quarter.	1	New York.....	1	In port at commencement of quarter.....	.....	12	General merchandise of for- eign importations, and hides, tallow, sugar, sardine, coffee,	Entered: 78 ships, 38 barques, 2 brigs, 3 schooners; 1 in port.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

SANDWICH ISLANDS.

451

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURN.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
SANDWICH ISLANDS. HONOLULU. <i>George J. Lathrop.</i> Quarter ending Dec. 31, 1856—Continued.	6	San Francisco....	3	San Francisco....	3	General merchandise....	\$64,565 83																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			

Cleared: 70 ships, 29 barques, 1
brig, 3 schooners; 19 in port.
Aggregate tonnage entered: 44,402
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
SANDWICH ISLANDS. HONOLULU. <i>George A. Lathrop.</i> Quarter ending Dec. 31, 1856—Continued.	1	Hilo.....	1	In port.....	1	None.....	.....	1	In port.....	.....
	122	.....	122	.....	.....	.....	\$1,533,594 45	122	.....	\$80,759 58
						Total value of oil and bones..	1,354,211 25			
						Total value of seal skins.....	3,925 00			
						Total value of merchandise...	176,158 20			
						.....	1,533,594 45			
Quarter ending Mar. 31, 1857.	19	In port at com- mencement of the quarter.	17	Not reported.....	19	In port at commencement of the quarter.....	.....	2	Oil, bone, hides, &c.....	21,268 31
			1	Condemned.....	1	.....	.....	15	Not reported.....	.....
			1	Sold.....	1	.....	.....	1	Condemned.....	.....
	6	San Francisco...	2	Melbourne.....	2	General merchandise.....	1,748 62	2	Sold.....	.....
			1	New York.....	1	Ballast.....	.....	1	Oil, bone, hides, &c.....	3,314 40
			2	San Francisco...	1	.....do.....	.....	1	Oil, bone, hides, &c.....	98,737 98
			1	Coast of California	1	General merchandise.....	12,987 55	1	Potatoes, 390 barrels.....	487 50
			1	Port Townsend..	1	.....do.....	12,816 04	1	Oil, bone, hides, pulse, &c....	28,039 00
			1	Petropaulskii...	1	Lumber.....	2,024 65	1	Not reported.....	.....
			1	In port.....	1	Touched.....	.....	1	Oil, bone, hides, pulse, &c....	995 65
			1	.....do.....	1	General merchandise.....	16,629 64	1	Touched.....	.....
			1	Manila.....	1	Salmon, 300 barrels.....	1,500 00	1	In port.....	.....
			1	Whaling cruise..	1	General merchandise.....	80,000 00	1	.....do.....	.....
			3	Taluti.....	2	None.....	.....	1	Oil, bone, &c.....	3,264 75
			1	Kawaihae.....	1	.....do.....	.....	2	None.....	.....
			1	Kawaihae.....	1	.....do.....	.....	1	.....do.....	.....
			2	Cruise.....	2	.....do.....	.....	1	.....do.....	.....
			2	Lahaina.....	2	.....do.....	.....	2	.....do.....	.....
			2	Hilo.....	2	.....do.....	.....	2	.....do.....	.....
		2	Kawaihae.....	2	Ochoish.....	.....	2	.....do.....	.....
		1	Not reported.....	1	Cruise.....	.....	1	.....do.....	.....

Entered: 18 ships, 10 barques, 4
schooners; and 1 in port.
Cleared: 21 ships, 17 barques, 3
schooners; 1 ship and 1 barque
condemned; 1 brig sold, and 7
in port.
Aggregate tonnage entered: 11,751
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
SANDWICH ISLANDS										
HONOLULU.										
George A. Lathrop.										
Quarter ending March 31, 1857—Continued.										
1	Sea	.....	1	Cruise and home.	1	None	.....	1	None	.....
1	Sea	.....	1	Condemned	1	do	.....	1	Condemned	.....
1	Edgartown	.....	1	Kauaihae	1	Sperm oil, 35 barrels	\$4,102 50	1	Not reported	.....
1	New Bedford	.....	1	Whaling cruise	1	Sperm oil, 25 barrels	787 50	1	do	.....
1	New London	.....	1	do	1	Sperm oil, 110 barrels	3,465 00	1	do	.....
1	Tahiti	.....	1	In port	1	Sperm oil, 90 barrels	2,835 00	1	In port	.....
1	Madagascar	.....	1	do	1	Sperm oil, 180 barrels; whale oil, 320 barrels	9,702 00	1	do	.....
1	Lahaina	.....	1	do	1	None	.....	1	do	.....
1	Not reported	.....	1	do	1	do	.....	1	do	.....
1	Kauaihae	.....	1	do	1	do	.....	1	do	.....
51	.....	.....	51	.....	51	.....	144,898 50	51	.....	\$156,197 59
Quarter ending June 30.										
3	San Francisco	.....	5	San Francisco	4	General merchandise	64,254 00	1	Molasses, sugar, and tallow	192 00
1	Boston	.....	1	Marquesas	3	Lumber	10,783 00	1	Wool, hides, and skins	7,773 00
1	New York	.....	1	Astoria	1	Salt	585 00	8	Produce of the islands	53,039 00
1	Astoria	.....	2	Port Townsend	1	Rice	2,122 00	27	Produce of the fisheries	21,912 00
2	Port Townsend	.....	1	Trading voyage	1	Ballast	.....	.....	Merchandise reshipped	26,554 00
1	Melbourne	.....	27	Cruising	9	Sperm oil and bone	61,068 00	.....	.....	.....
1	San Quentin	.....	.....	.....	18	Stores, &c	.....	.....	.....	.....
27	Whaling	.....	.....	.....	.....	.....	.....	.....	.....	.....
37	.....	.....	37	.....	37	.....	138,812 00	37	.....	109,530 00
Quarter ending Sept. 30.										
.....	No return	.....	.....	.....	.....	.....	.....	.....	No return	.....
LAHAINA.										
A. G. Chandler.										
71	North Sea	.....	35	Cruise south	73	Sperm oil, 5,463 bbls.; whale oil, 84,079 bbls.; bone, 622,000 lbs.	1,446,418 00	73	Sperm oil, whale oil, and bone	1,452,694 00
Quarter ending Dec. 31, 1856.										

Entered: 15 ships, 11 barques, 2 brigs, 5 schooners; and 4 vessels in port.
Cleared: 17 ships, 13 barques, 2 brigs, 5 schooners.

No return.

Entered: 61 ships, 13 barques

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
SANDWICH ISLANDS. LAHAINA. A. G. Chandler. Quarter ending Dec. 31, 1856—Continued.	3	Japan coast	31	Cruise home	1	Bread, beef, and ship chandlery	\$22,000 00	1	Bread, beef, and ship chandlery	\$45,383 00
	1	Valparaiso	10	Honolulu	1	Not reported . . . . .	.....	2	Not reported . . . . .	.....
	1	San Francisco . . .	.....	.....	1	Ballast . . . . .	.....	.....	.....	.....
	76	.....	76	.....	76	.....	1,468,418 00	76	.....	1,468,076 00
Quarter ending March 31, 1857.	8	Cruise south. . . .	8	Cruise north	8	Whale oil, 5,700 bbls.; sperm oil, 425 bbls.; bone, 7,000 lbs.	87,638 00	8	Same as inward . . . . .	.....
	4	New Bedford	4	.....do.	4	Whale oil, 153 bbls.; sperm oil, 157 bbls.	6,826 00	2	Sperm oil, 7 bbls.; whale oil, 140 bbls.	1,985 00
	1	Orahete	1	North Sea	1	Whale oil, 650 bbls.	8,190 00	1	Same as inward . . . . .	.....
	1	Cruise south. . . .	1	Owhyhee	4	.....	.....	4	.....	.....
	1	Warren, R. I. . . .	1	Cruise north . . . .	.....	.....	.....	.....	.....	.....
	1	Owhyhee	1	.....do. . . . .	.....	.....	.....	.....	.....	.....
	1	Cruise south	1	.....do. . . . .	.....	.....	.....	.....	.....	.....
	2	Home and a cruise	8	In port	2	Sperm oil, 135 barrels	4,253 00	8	In port . . . . .	.....
	1	Cruise south . . . .	.....	.....	1	Whale oil, 800 bbls.; bone, 2,000 lbs.	10,780 00	.....	.....	.....
	1	.....do. . . . .	.....	.....	1	.....	.....	.....	.....	.....
	1	New Haven . . . .	.....	.....	1	Sperm oil, 14 bbls.; whale oil, 500 bbls.; bone, 400 bbls.	6,881 00	.....	.....	.....
	1	Coast of California	.....	.....	1	Sperm oil, 15 bbls.; whale oil, 85 bbls.	1,514 00	.....	.....	.....
	1	Indian ocean . . . .	.....	.....	1	Sperm oil, 50 bbls.; whale oil, 500 bbls.; bone, 4,500 lbs. . .	9,450 00	.....	.....	.....
	1	Toai and south . . .	.....	.....	1	Sperm oil, 140 bbls.; whale oil, 1,000 bbls.	17,010 00	.....	.....	.....
	25	.....	25	.....	25	.....	152,592 00	25	.....	1,985 00

Cleared: 61 ships, 15 barques.
Aggregate tonnage entered: 28,494
tons.Entered: 25 class not stated.
Cleared: 17 in port, 8 class not
stated.
Aggregate tonnage entered: —
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

SANDWICH ISLANDS.

455

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		CLEARED.		INWARD.		OUTWARD.					
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.	
SANDWICH ISLANDS LAHAINA. A. G. Chandler. Quarter ending June 30, 1857.	.....	No return....	.....	.....	.....	.....	.....	.....	.....	.....	No return.	
Quarter ending Sept. 30 1857.	1	Hilo.....	1	Honolulu.....	1	Ballast.....	.....	.....	1	Ballast.....	.....	Entered: 6 ships, 1 brig.
	4	North Sea.....	4	South Sea.....	4	Oil, 4,380 bbls.; bone, 20,550 lbs.....	\$66,710 00	.....	4	Part inward cargoes.....	\$63,910 00	Cleared: 4 ships, 1 brig, 2 in port.
	1	San Francisco...	1	In port.....	1	General cargo	9,255 00	.....	1	In port .....	.....	Aggregate tonnage entered: 3,288 tons.
	1	Japan sea.....	1	In port	1	Sperm oil, 300 bbls.....	9,450 00	.....	1	....do.....	.....
	7	.....	7	.....	7	.....	85,415 00	.....	7	.....	63,910 00	
HILO. Thomas Miller. Quarter ending Dec. 31, 1856.	5	Ochotsh.....	5	Cruise N.W. and leeward.....	5	Whale oil, 3,440 bbls.; sperm oil, 200 bbls.; bone, 34,300 bbls.....	.....	.....	5	Same as inward, less 23,136 galls. of whale oil and 17,636 lbs. bone shipped to U. States.....	.....	Entered: 11 ships, 3 barques.
	5	....do.....	5	Cruise to leeward and U. States..	5	Whale oil, 5,600 bbls.; sperm oil, 310 bbls.; bone, 52,000 bbls.....	91,950 00	.....	5	Inward, with addition of 23,136 galls. of whale oil and 26,433 lbs. bone, on freight to United States, at 8 cts. per gall. for oil, and 1½ cts. per lb. for bone .....	.....	Cleared: 11 ships, 3 barques.
	4	Bristol bay and Bhering sea...	4	Cruise leeward and N.W., and leeward and U. States.....	4	Whale oil, 3,400 bbls.; sperm oil, 350 bbls.; bone, 23,000 lbs.....	140,400 00	.....	4	Same as inward.....	.....	Aggregate tonnage entered: 5,292 tons.
	14	.....	14	.....	14	.....	93,500 00	.....	14	.....	.....
	8	Cruise to S. and E.	8	Whaling cruise...	7	Whale oil, 4,900 bbls.; sperm oil, 452 bbls.; bone, 22,700 lbs.....	325,850 00	.....	7	Same as inward.....	.....	Entered: 6 whaling barques, 15 whale ships.
Quarter ending March 31, 1857.	.....	.....	.....	.....	1	None.....	127,430 00	.....	1	....do.....	.....	Cleared: 4 whaling barques, 13 whale ships; 4 in port.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	No. of Vessels.	ENTERED.		No. of Vessels.	INWARD.		No. of Vessels.		OUTWARD.	
		Where from.	Where for.		Description.	Value.			Description.	Value.
SANDWICH ISLANDS HILO. Thomas Miller.										
Quarter ending March 31, 1857.—Continued	7	New Bedford	7	Whaling cruise...	4	Sperm oil, 925 barrels.....		4	Same as inward.....	
	2	Ochoish.....	2	....do.....	3	None.....	\$9,000 00	3	....do.....
					1	Whale oil, 1,000 barrels; bone, 5,000 pounds.....		1	....do.....
	1	New Bedford	1	In port.....	1	None.....	22,500 00	1	....do.....
	1	Cruise to S. and E.	1	....do.....	1	Sperm oil, 180 barrels.....	7,200 00	1	In port...
	1	Stonington	1	....do.....	1	Sperm oil, 850 barrels.....	34,000 00	1	....do.....
					1	Whale oil, 240 barrels; sperm oil, 80 barrels; bone, 2,000 pounds.....		1	....do.....
	1	New London.....	1	....do.....	1	None.....	9,000 00	1	....do.....
	21	.....	21	.....			209,130 00	21	.....
Quarter ending June 30.	1	Warren, (R. I.)..	7	Not reported.....	7	Whaling implements & sperm oil.....	10,400 00	7	Whaling implements, sperm oil, and whale bone.....	
	1	Cruise.....		.....					\$60,000 00
	1	New Bedford ....		.....				
	4	In port.....		.....					
	7	.....	7	.....			10,400 00	7	
Quarter ending Sept. 30, 1857.	1	Marquesas.....	1	Honolulu.....	1	Ballast.....		1	Ballast.....	
	1	Cruise.....	1	....do.....	1	Oil and bone ...	73,540 00	1	Inward.....
	2	.....	2	.....	2		73,540 00	2	
NAVIGATORS' ISLANDS. APIA. J. Van Camp.										
Quarter ending De- cember 31, 1856.	.....	No return.....	.....	.....	.....	.....		.....	No return.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

NAVIGATORS' AND FEJEE ISLANDS—HAYTI.

457

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.				
	ENTERED.		No. of Vessels.	CLEARED.		INWARD.				OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Where for.	Description.	Value.	Description.			Value.		
NAVIGATORS' ISLANDS. APIA.													
<i>A. Van Camp.</i>													
Quarter ending Mar. 31, 1857.	1	San Francisco ..	1	Sydney	1	General	\$15,500 00	1	General	\$14,500 00	Entered: 1 ship, 1 barque, 1 schooner.		
	1	Marquesas.....	1	Coast of Japan...	1	Whale oil.....	7,900 00	1	Inward	7,900 00			
	1	New Zealand....	1	Ochoish sea....	1	Oil and bone.....	1,850 00	1	do.....	1,850 00	Cleared: 1 ship, 1 barque, 1 schooner.		
	3	.....	3	.....	3	.....	25,250 00	3	.....	24,250 00	Aggregate tonnage entered: 1,050 tons.
Quarter ending June 30.	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending Sept. 30.	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
FEJEE ISLANDS. LANTIALA.													
<i>John B. Williams.</i>													
Quarter ending Dec. 31, 1856.	2	Sydney	2	Sydney	2	General cargo for trade.....	2,500 00	2	Oil, shell, biche de mar, &c.,	.....	Entered: 1 brig, 1 schooner. Cleared: 1 brig, 1 schooner.	
	2	.....	2	.....	2	.....	2,500 00	2	.....	.....	Agg. tonnage entered: 338 5-95 tons.
	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending Mar. 31, 1857.	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending June 30.	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending Sept. 30.	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
HAYTI. PORT AU PRINCE. <i>Joseph N. Lewis.</i>													
Quarter ending Dec. 31, 1856.	10	New York	15	New York	20	Provisions.....	256,191 00	22	Logwood and coffee, 6,951 \$83	.....	Entered: 5 barques, 21 brigs, 3 schooners.	
	10	Boston	12	Boston	3	Lumber	34,701 00		pounds.....	3,383,078 45			

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

HAYTI.

459

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
HAYTI. CAPE HAYTIEN.* <i>Q. Exstis Hubbard.</i> Quarter ending March 31, 1857—Continued.	1	Port au Prince....	1	New York.....	1	Outward cargo.....	.....	1	Coffee, 53 tons.....	\$267,453 45
	2	Boston	2	In port	2	Provisions.....	.....	2	In port .....	.....
	1	.....	1	do.....	1	do.....	.....	1	do.....	.....
	10	.....	10	.....	10	.....	.....	10	Haytian currency.....	1,242,318 57
	7	Boston	7	Boston	8	Provisions.....	.....	11	Coffee, cocoa, logwood, ma- hoguny, honey, syrup, and hides.....	Entered: 3 brigs; 6 schooners; and 2 in port.
Quarter ending June 30.	1	Philadelphia.....	3	New York.....	1	Ballast.....	.....	.....	.....	1,315,461 65
	1	St. Thomas	1	Philadelphia.....	2	.....	.....	.....	.....	.....
	2	In port.....	2	.....	.....	.....	.....	.....	.....	Agg. tonnage entered: 1,350 7-95 tons.
	11	.....	11	.....	11	.....	.....	11	.....	1,315,461 65
	8	Boston	7	Boston	8	Provisions.....	.....	11	Coffee, cocoa, logwood, syrup, honey, mahogany crochets.	Entered: 8 brigs, 5 schooners. Cleared: 7 brigs, 4 schooners; 2 vessels in port.
Quarter ending Sept. 30.	2	Philadelphia.....	3	New York.....	2	do.....	.....	.....	.....	884,551 00
	1	Demarara	1	Philadelphia.....	1	Ballast .....	.....	2	In port .....	.....
	1	Barbadoes.....	1	In port.....	1	do.....	.....	.....	.....	.....
	1	Martinique.....	1	do.....	1	do.....	.....	.....	.....	Aggregate tonnage entered: 2,451 tons.
	13	.....	13	.....	13	.....	.....	13	.....	884,551 00
GONAIVES. <i>(Cape Haytien Consul- late.)</i> <i>J. S. Brooks.</i> Quarter ending Dec. 31, 1856.	4	Boston	9	Boston	4	Provisions.....	.....	4	Logwood, mahogany, & coffee	Entered: 1 barque, 8 brigs, 7 schooners; and 3 brigs in port.
	3	St. Thomas.....	6	New York.....	6	Ballast.....	.....	.....	.....	.....
	2	Porto Rico.....	6	.....	6	.....	.....	6	Logwood and mahogany, 1,525 tons	Cleared: 1 barque, 8 brigs, 6 schooners; and 3 brigs and 1 schooner in port.
	1	New York.....	.....	.....	.....	.....	.....	4	Logwood, 713 tons.....	416,088 00
	1	Barbadoes.....	.....	.....	.....	.....	.....	.....	.....	354,803 48 127,633 79

* One English brig arrived from Boston and cleared for Philadelphia: inward cargo, provisions—value not given; outward cargo, logwood and coffee value \$149,476 31, Haytian currency.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.	INWARD.		OUTWARD.		Value.		
	No. of vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	
HAYTI. GONAIVES. (<i>Cape Haytien Consu- late.</i>) <i>J. S. Brooks.</i> Quarter ending Sept. 30, 1857.	No return.....	No return.	
AUX CAYES. Quarter ending Dec. 31, 1856.	7 Boston 2 New York..... 4 St. Thomas..... 2 Barbadoes 2 Porto Rico. 2 Trinidad 2 Point St. Petre... 1 Granada 1 Jeremie 1 Wilmington 1 Martinique 1 Demarara	13 Boston 10 New York 2 Gonaives..... 1 Port au Prince..	5 Provisions 4 Provisions and dry goods 1 Lumber 16 Ballast	\$44,983 42 33,025 56 1,104 56	14 Logwood and coffee 8 Logwood..... 1 Logwood, coffee, and honey.. 3 Ballast	\$1,605,300 27 238,170 10 64,190 87	Entered: 2 barques, 15 brigs, 19 schooners. Cleared: 2 barques, 15 brigs, 9 schooners. Aggregate tonnage of 24 vessels entered: 4,121 20-55 tons. Note.—Two of the above are Eng- lish vessels, employed in the trade. Tonnage not given.			
Quarter ending March 31, 1857.	26	No return	26 United States currency...	79,112 54	Haytian currency.....	1,907,661 24	No return.			
Quarter ending June 30.	.....	No return .....	.....	.....	U. States currency at 17 Hay- tien dollars per one Ameri- can dollar	112,215 37	No return.
Quarter ending Sept. 30.	.....	No return .....	.....	.....	.....	.....	No return.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
HAYTI. JEREMIE. <i>A. Folsom.</i>											
Quarter ending Dec. 31, 1856.	9	Boston	9	Boston	7	Provisions.....	\$60,663 64	10	Wood, &c.....	\$907,678 26	Entered: 4 brigs, 9 schooners.
	2	Martinique	1	New York.....	6	Ballast.....	.....	1	Ballast.....	.....	Cleared: 4 brigs, 7 schooners.
	1	Porto Rico.	1	Aux Cayes .....	.....	.....	.....	2	.....	.....	Agg. tonnage entered: 2,374 78-95.
	1	St. Thomas.....	2	In port .....	.....	.....	.....	.....	.....	.....	In port at close of the quarter: 2 schooners.
	13	.....	13	.....	13	Spanish currency.....	60,663 64	13	Havtien currency.....	907,678 26	
Quarter ending March 31, 1857.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending June 30	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending Sept. 30.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
DOMINICAN RE- PUBLIC. ST. DOMINGO. <i>Jonathan Elliott.</i>											
Quarter ending Dec. 31, 1856.	1	Boston .....	.....	Condemn'd in port	1	Provisions.....	2,800 00	.....	.....	.....	Entered: 1 barque, 175 tons.
Quarter ending March 31, 1857.	2	Mayaguez, P. R. ....	.....	.....	2	Ballast .....	.....	1	Wrecked on her voyage from Mayaguez to Cape Hayti. Embargoed by the Domini- can authority.....	.....	Entered: 1 brig, 1 schooner.
Quarter ending June 30.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending Sept. 30.	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	.....	No return.

Entered: 4 brigs, 9 schooners.
Cleared: 4 brigs, 7 schooners.
Agg. tonnage entered: 2,374 78-95.
In port at close of the quarter: 2
schooners.

No return.

No return.

No return.

Entered: 1 barque, 175 tons.

Entered: 1 brig, 1 schooner.

No return.

No return.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

MEXICO.

463

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.	
MEXICO. VERA CRUZ. <i>John T. Pickett.</i> Quarter ending Dec. 31, 1856.	9	New Orleans.....	8	New Orleans....	4	Flour and cotton.....	.....	4	Passengers, mail, and specie.....	.....
	4	New York.....	5	New York.....	3	Assorted merchandise.....	.....	2	Mahogany, hides, &c.....	.....
					1	Cotton.....	.....	1	Hides, cochineal, &c.....	.....
					1	Gas fixtures, &c.....	.....	1	Hides.....	.....
						4	Passengers and mails.....	1
								4	Ballast.....	.....
	13	.....	13	.....	13	.....	.....	13	.....	.....
Quarter ending March 31, 1857.	6	New Orleans....	5	New Orleans....	4	Cotton.....	.....	2	Ballast.....	.....
			1	Sabine, Texas...	1	Cotton and dry goods.....	.....	2	do.....	.....
	2	New York.....	2	New York.....	1	Cotton and flour.....	.....	2	do.....	.....
					2	Assorted merchandise.....	.....	1	Hides, cochineal, and specie.....	.....
	1	Cardiff.....	1	Alvarado.....	1	Railroad iron.....	.....	1	.....	.....
	1	Minatitlan.....	1	Transferred to Mexican flag...	1	.....	.....	1	Ballast.....	.....
							.....	1	Transferred to Mexican flag..	.....
	10	.....	10	.....	10	.....	.....	10	.....	.....
Quarter ending June 30.	7	New Orleans....	4	New Orleans....	3	Cotton.....	.....	4	Ballast.....	.....
			2	Laguna.....	1	Cotton and sundries.....	.....			.....
			1	Front de Tabasco	2	Cotton.....	.....	2	Ballast.....	.....
	1	New York.....	1	New York.....	1	Cotton and sundries.....	.....	1	do.....	.....
				1	Assorted.....	.....	1	Logwood, hides, cochineal and specie.....	.....	
	2	New Orleans....	2	In port.....	1	Flour.....	.....	3	In port.....	.....
	1	New York.....	1	do.....	1	Flour and cotton.....	.....			.....
					1	Assorted.....	.....			.....
	11	.....	11	.....	11	.....	.....	11	.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	No. of Vessels.	Description.		Value.
MEXICO. VERA CRUZ. <i>John T. Pickett.</i> Quarter ending Sept. 30, 1857.	1	Aspinwall....	1	Tlacotalpan....	Lumber and assorted.....	.....	1	Hides, skins, tolaeco, cochineal, jalap and silver.....	88,335 00
	8	New Orleans....	6	New Orleans....	Flour and cotton.....	.....	9	Ballast.....	.....
	1	New York.....	2	Minatitan....	Assorted.....	.....	2	In port .....	.....
	1	Cadiz.....	1	New York.....	Cool, provisions, &c.....	.....	.....	.....	.....
	1	New York.....	2	In port	Wines.....	.....	.....	.....	.....
TAMPICO. <i>Franklin Chase.</i> Quarter ending Dec. 31, 1856.	12	.....	12	.....	Ballast.....	.....	.....	.....	.....
	5	New Orleans....	2	New Orleans....	Dry goods, &c.....	\$32,553 00	2	Specie and ballast..	\$29,100 00
	2	New York.....	1	New York.....	Cotton, 605½ bales; raisins, &c.....	18,858 00	1	Specie and sugar canes.....	3,554 15
	.....	.....	1	In port	Cotton, 617 bales; lumber, &c.....	17,674 00	1	Hides, 413, and ballast.....	730 00
	.....	.....	1	.....	Flour, 500 barrels; assorted merchandise.....	5,690 00	1	Hides, hemp, jalap, &c.....	14,186 00
Quarter ending March 31, 1857.	7	.....	7	.....	Groceries and assorted merchandise.....	14,040 00	1	Vanilla, fruit and specie.....	5,501 00
	.....	.....	1	.....	Cotton, 500 bales; segars and wine.....	27,562 00	1	In port .....	.....
	.....	.....	.....	.....	.....	116,377 00	7	.....	53,071 15
	3	New Orleans....	1	New Orleans....	Merchandise, 24 bales; flour, 1,085 barrels.....	5,990 00	1	Specie and ballast.....	3,350 00
	.....	.....	1	.....	Flour, 300 barrels; lumber, 25,000 feet; hardware, &c..	4,922 00	1	Ballast, and hides, 312.....	872 00
						16,672 00	1	Hides, 156; hemp, 18,377 pounds; jalap, 9,116 pounds; specie, &c.....	29,055 00
						.....	.....	Aggregate tonnage entered: 413 tons.	.....
						.....	.....	Aggregate tonnage entered: 814 tons.	.....
						.....	.....	United States mail steamship Texas made 5 trips during the quarter, carrying out \$198,356 38.	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

MEXICO.

465

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		Where for.	INWARD.		Value.	OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.		No. of Vessels.		Description.	Value.
MEXICO. TAMPICO. <i>Franklin Chase.</i> Quarter ending March 31, 1857—Continued.	1	Mobile	1	In port	1	Lumber, 57,000 feet.....	\$684 00	1	In port .....	.....
	4	.....	4	.....	4	.....	28,268 00	4	.....	\$33,177 00
	1	In port at com- mencement of	1	Not reported.....	1	In port at commencement of the quarter .....	.....	1	Horses, mules, turtles and fruit.	552 00
	4	New Orleans	4	New Orleans.....	4	Not reported.....	55,499 00	4	Hides, 2,186; hemp, 42,618 pounds; jalap, 3,608 pounds; goat skins, 6,612; sursapa- rilla, 59,157 pounds, &c.....	153,111 00
Quarter ending June 30.	1	New York	1	New York	1	do	30,360 00	1	Hides, 2,280; goat skins, 4,451 dozen	117,319 00
	1	Mobile.....	1	Mobile	1	Lumber	936 00	1	Horses, mules, fruit and specie.	1,272 00
	1	Pensacola	1	Pensacola	1	do	836 00	1	Ballast .....	.....
	1	New York	1	In port.....	1	Dry goods, steel and glassware.	28,888 00	2	In port .....	.....
Quarter ending Sept. 30.	1	New Orleans.....	1	do	1	Tobacco, 20 bales; flour, 200 barrels; earthenware, 14 crates, &c.....	8,776 00	.....	.....	.....
	10	.....	10	.....	10	.....	125,295 00	10	.....	272,254 00
	2	Not stated.....	1	New Orleans.....	1	.....	.....	1	Hemp, 38,530 lbs.; tobacco, 5,170 lbs.; sursaparilla, 4,389 lbs	11,641 00
	1	New York	1	New York	1	.....	.....	1	Goat skins, 4,682; jalap, 1,282 lbs.; hemp, 93,451 lbs.; sar- saparilla, 5,780 lbs.; fusile, 18 tons; hides, 836	11,091 00
Quarter ending Sept. 30.	1	New York	1	do	1	Merch. adise, 204 packages; steel, 30,000 lbs	39,132 00	1	Hemp, 58,533 lbs.; goat skins, 52,231; jalap, 836 lbs.; hides, 4,031; sulphur, 800 lbs	46,247 00
	Entered: 1 brig, 8 schooners. Cleared: 1 brig, 7 schooners; 2 in port. Aggregate tonnage entered: 1,035 tons.									
Entered: 1 brig, 6 schooners. Cleared: 1 brig, 6 schooners. Aggregate tonnage entered: 589 tons.										

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
MEXICO. TAMPICO. <i>Franklin Chase.</i> Quarter ending Sept. 30, 1857—Continued.	2	Mobile	1	Mobile.....	1	60,000 feet lumber; 10,000 shingles	\$750 00	1	Mules and fruit	\$875 00
			1	do	1	72,000 feet lumber	864 00	1	Plantains, 800 bunchs; 10 bbls. lemons	728 00
	2	New Orleans	1	New Orleans.....	1	Flour, 650 bbls.; vinegar, 11 bbls.; cotton, 2 bales. . .	9,500 00	1	Goat skins, 19 bales, and spe- cie	10,831 00
			1	do	1	Flour, 725 bbls.; potatoes, 17 bbls.; earthenware, 4 crates.	8,500 00	1	Wool, 60 bales, and specie.....	11,713 00
	7	.....	7	.....	7	.....	58,746 00	7	.....	93,126 00
ACAPULCO. <i>Charles L. Denman.</i> Quarter ending Dec. 31, 1856.	6	San Francisco	7	San Francisco	2	Coal, anthracite	61,700 00	3	Ballast.....	1,900 00
	6	Panama	6	Panama	2	Coal, Cardiff	43,670 50	1	Hides	450 00
	2	Cardiff	3	Callao	1	Coal, Cumberland	15,546 75	12	.....	.....
	1	New York .....	.....	.....	1	Merchandise (sundries)	5,933 09	.....	.....	.....
	1	Baltimore .....	.....	.....	10	.....	.....	.....	.....	.....
Quarter ending March 31, 1857.	16	.....	16	.....	16	.....	196,850 34	16	.....	2,350 00
	6	Panama	6	San Francisco	6	Passengers, 3,268 .....	.....	6	Passengers, 3,268 .....	.....
	6	San Francisco	6	Panama	6	Passengers, 2,940 .....	.....	6	Passengers, 2,937 .....	.....
	1	Guayaquil	1	San Francisco	1	Cocoa, 7,500 lbs.	4,500 00	1	Hides, 400	400 00
	13	.....	13	.....	13	.....	4,500 00	13	.....	400 00
Quarter ending June 30.	6	Panama.....	6	San Francisco	6	Passengers, 4,787 .....	.....	6	Passengers, 4,787 .....	.....
	6	San Francisco	6	Panama.....	6	Passengers, 4,098 .....	.....	6	Passengers, 4,098 .....	.....
	12	.....	12	.....	12	.....	.....	12	.....	.....

Entered: 4 ships, 12 steamships;
and 1 schooner in port at com-
mencement of quarter.
Cleared: 3 ships, 12 steamships; 1
schooner and 1 ship in port at
close of quarter.
Aggregate tonnage entered: 28,508
tons.

Entered: 12 steamships, 1 sch'ner.
Cleared: 12 steamships, 1 sch'ner.
Aggregate tonnage entered: 23,739
tons.

Entered: 12 steamships.
Cleared: 12 steamships.
Aggregate tonnage entered: 25,470
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES--Continued.

MEXICO.

467

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of vessels.	Where from.	No. of vessels.	Where for.	Description.	Value.	Description.	Value.		
MEXICO. ACAPULCO. <i>Charles L. Denman.</i> Quarter ending Sept. 30, 1857.	7	San Francisco ...	1	Acapulco.....	1	Ballast.....	.....	1	.....	Entered: 12 steamships, 1 ship, 1 schooner.
			1	Panama.....	1	Passengers, 370.....	.....	1	Same as inward.....	
			1	do.....	1	Passengers, 430.....	.....	1	do.....	
			1	do.....	1	Passengers, 460.....	.....	1	do.....	
			1	do.....	1	Passengers, 567.....	.....	1	do.....	
			1	do.....	1	Passengers, 375.....	.....	1	do.....	Aggregate tonnage entered: 21,159 tons.
			1	do.....	1	Passengers, 750.....	.....	1	do.....	
	1	San Blas	1	San Francisco ..	1	Prints, 3 cases	\$473 69	1	Hides, 1,308.....	\$1,992 00
	6	Panama	1	do.....	1	Passengers, 500.....	.....	1	Same as inward.....	
			1	do.....	1	Passengers, 510.....	.....	1	do.....	
HAZATLAN. <i>C. B. Smith.</i> Quarter ending Dec. 31, 1856.			1	do.....	1	Passengers, 471.....	.....	1	do.....	
			1	do.....	1	Passengers, 490.....	.....	1	do.....	
			1	do.....	1	Passengers, 470.....	.....	1	do.....	
			1	do.....	1	Passengers, 530.....	.....	1	do.....	
	14	.....	14	.....	.....	.....	473 69	14	.....	1,962 00
		No return .....	.....	.....	.....	.....	.....	.....	.....	No return.
	2	San Francisco ...	1	.....	2	Ballast.....	.....	2	Ballast.....	Entered: 1 ship, 2 barques.
	1	Central America.	1	New York.....	1	Drugs and machinery.....	15,000 00	1	Dye wood.....	6,000 00
Quarter ending June 30.			1	Chili .....	.....	.....	.....	.....	.....	Cleared: 1 ship, 2 barques.
	3	.....	3	.....	3	.....	15,000 00	3	.....	Aggregate tonnage entered: 1,397 tons.
Quarter ending Sept. 30.		No return .....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending Sept. 30.		No return .....	.....	.....	.....	.....	.....	.....	.....	No return.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
MEXICO. MINATITLAN. <i>James A. Pleasants.</i> Quarter ending Dec. 31, 1856.	3	Mobile	6	New York	2	Provisions.....	.....	8	Mahogany, 1,377 tons.....	\$30,157 60
	2	New Orleans	3	New Orleans	1	Laborers .....	.....	2	Hides, 575 tons.....	1,147 75
	2	Aspinwall	1	Boston	8	Ballast .....	.....	.....	.....	.....
	2	Vera Cruz .....	.....	.....	.....	.....	.....	.....	.....	.....
	1	New York .....	.....	.....	.....	.....	.....	.....	.....	.....
	1	.....	1	In port .....	.....	.....	.....	1	In port .....	.....
	11	.....	11	.....	11	.....	.....	11	.....	21,305 35
Quarter ending Mar. 31, 1857.	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending June 30.	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	No return.
Quarter ending Sept. 30.	.....	No return .....	.....	.....	.....	.....	.....	.....	.....	No return.
NICARAGUA. SAN JUAN DEL NORTE. <i>B. S. Correll.</i> Quarter ending Dec. 31, 1856.	5	New York	4	New York	3	Supplies for the English fleet..	Unknown.....	1	Indigo, hides, and Brazil wood.	21,025 55
	3	New Orleans	3	New Orleans	2	General merchandise.....	.....do.	1	Cocoa.....	850 00
	2	Bluefields	1	Bluefields	1	Cattle .....	.....do.	5	Passengers.....	.....
	1	Jamaica	1	Jamaica	1	Pigs .....	.....do.	6	Ballast .....	.....
	1	Aspinwall.....	1	San Blas.....	6	Passengers .....	.....	.....	.....	.....
	1	Corn Island	1	Aspinwall .....	.....	.....	.....	.....	.....	.....
	.....	.....	1	Guaymas .....	.....	.....	.....	.....	.....	.....
	.....	.....	1	Laguayra .....	.....	.....	.....	.....	.....	.....
	13	.....	13	.....	13	.....	.....	13	.....	21,875 55

Entered: 1 barque, 5 brigs, 5
schooners.
Cleared: 1 barque, 5 brigs, 4
schooners.
Agg. tonnage entered: 2,073 89 95
tons.

Entered: 6 steamers, 1 barque, 1
brig, 4 schooners, 1 brigantine.
Cleared: 6 steamers, 1 brig, 5
schooners, 1 brigantine.
Agg. tonnage entered: 8,173 1 95
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
NICARAGUA. SAN JUAN DEL NORTE. <i>B. S. Cottrell.</i> Quarter ending March 31, 1887.	5	New York.....	1	Laguayra, Ven.	1	Merchandise for Transit Co.	Unknown ...	14	Not reported.....	Entered: 1 barque, 1 brig, 3 schooners, 9 steamers.
			3	Aspinwall	3	Passengers.			do.....	Cleared: 1 barque, 1 brig, 3 schooners, 9 steamers.
	3	New Orleans...	1	Cuba.....	1	General merchandise.....			do.....	Agg. tonnage entered: 8,932 80-95 tons.
			2	New Orleans...	2	Passengers.....			do.....	
	2	Bluefields.....	1	Aspinwall.....	1	do.....			do.....	
	3	Aspinwall.....	2	Bluefields.....	2	Not reported.....			do.....	
			1	New York.....	1	Passengers.....			do.....	
			1	Old Providence..	1	Ballast.....			do.....	
	1	Aspinwall.....	1	Not reported.....	1	Not reported.....			do.....	
			1	New York.....	1	Passengers.....			do.....	
	14		14		14			14		
Quarter ending June 30	1	New York.....	1	Aspinwall.....	1	Passengers.....		1		Entered: 2 steamships.
	1	Aspinwall.....	1	New York.....	1	do.....		1		Cleared: 2 steamships.
	2		2		2			2		Agg. tonnage entered: 2,993 42-95 tons.
Quarter ending Sept. 30	1	Corn Island.....	1	Boca del Toro...	1	Ballast.....		1	Ballast.....	Entered: 1 steamer, 1 brig, 3 schooners.
	1	New York.....	1	New York.....	1	do.....		1	Passengers.....	Cleared: same.
	1	do.....	1	do.....	1	do.....		1	Cocoa-nuts.....	Agg. tonnage entered: 1,555 tons.
	1	do.....	1	do.....	1	General.....		1	Brazil wood, &c.....	
	1	Bluefields.....	1	Boca del Toro...	1	Cocoa-nuts.....		1	Cocoa-nuts.....	
	5		5		5			5		
										17,880 00
SAN JUAN DEL SUR. <i>John Pined.</i> Quarter ending Dec. 31, 1886.	4	San Francisco...	4	San Francisco...	3	Passengers and freight.....		3	Passengers.....	Entered: 1 schooner, 4 steamships.
					1	Whaling voyage.....		1		Cleared: 1 schooner, 1 steamship.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.	INWARD.		OUTWARD.		
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
COSTA RICA. SAN JOSE DE COSTA RICA. Marquis L. Hine. Quarter ending June 31, 1857.	.....	No return .....	.....	.....	.....	.....	.....	No return.
Quarter ending Sept. 30.	.....	No return .....	.....	.....	.....	.....	.....	No return.
HONDURAS. OMOA. J. Follin. Quarter ending Dec. 31, 1856.	1	Boston	1	.....	1	Drills, 5,692 yards	\$2,430 00	Entered: 1, class not stated. Cleared: 1, class not stated.
					1	Osnaburghs, 2,358 yards.	282 95	
						Stripes, 3,023 yards.....	241 81	
						Prints, 1,428½ yards.....	70 14	
						Cotton, 120 pieces.	120 00	
						Flour, 22 barrels	159 50	
						Mackerel, 1 barrel	8 64	
						Codfish, 10 quarter boxes.....	10 00	
						Salt, 50 sacks.....	72 50	
						Lumber, 10,900 feet.....	214 20	
						Shingles, 41,000	164 00	
						Coffee, 8 bags	131 32	
						Nails, 8 casks	33 00	
						Soap, 50 boxes.....	225 00	
						Bread, 6 barrels.....	24 00	
						Candles, 80 boxes.....	464 00	
						Shoes, 4 boxes.....	600 00	
						Cream of tartar, 4 barrels.....	400 00	
	1	.....	1	.....	1	.....	5,651 10	
						.....	.....	12,063 15

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.			CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.				
	ENTERED.		Where from.	CLEARED.		Where for.					
	No. of Vessels.			No. of Vessels.							
HONDURAS. ONOA. A. Follin. Quarter ending March 31, 1857.	1	New Orleans....	1	Not reported....	1	Provisions.....	1	Hides, 181..... Deer skins, 10 9-12 dozen..... Tobacco, 2,800 pounds Sarsaparilla, 1,500 pounds. Sugars, 44,000..... Hides, 2,506..... Deer skins, 297½ dozen..... Sarsaparilla, 422½ pounds.....	\$362 00 80 62½ 224 00 300 00 264 00 5,012 00 2,084 25 1,689 00	Entered: 1 brig, 1 schooner. Cleared: 1 brig, 1 schooner. Aggregate tonnage entered: 367 tons.	
	1	Boston ..	1	Not reported....	1	Dry goods..... Lumber..... Provisions.....	2, 129 21 1,892 00 479 27	1	2, 012 00 2,084 25 1,689 00		
	2		2		2		5,838 48	2	10,015 87½		
	1	Boston.....	1	Boston	1	Provisions, lumber, dry goods, &c.....	4,503 00	1	Hides, sarsaparilla, deer skins, and turtle shell	7,708 00	Entered: 1 brig. Cleared: 1 brig. Aggregate tonnage entered: 186 tons.
	1		1		1		4,503 00	1		7,708 00	
Quarter ending Sept. 30.		No return								No return.	
NEW GRANADA. PANAMA. Amos B. Corvine. Quarter ending Dec. 31, 1856.	2	In port at com- mencement of quarter.....	1	Callao.....	2	In port at commencement of quarter.....		1	Ballast		Entered: 7 steamships, 3 ships; 2 in port. Cleared: 9 steamships, 3 ships. Aggregate tonnage entered: not reported.
	2	Punta Arenas....	3	Punta Arenas....	2	Hides; coffee, 275 bags; lum- ber, 9,000 feet	11,865 00	3	Flour, tobacco; malt, 40 bar- rels; wine, 10 casks; and assorted merchandise	28,600 00	
	1	Guayaquil.....	1	Guayaquil....	1	Cocoa, India rubber, and bark	15,000 00	1	Flour, 230 barrels; goods, 90 packag s.....	12,500 00	
	7	San Francisco...	7	San Francisco...	6	Specie, mails, and passengers	11,934,477 00	7	Express goods, 3,802 pack- ages; mats and passengers.	1,165,367 14	
	12		12		12		11,974,532 00	12		1,205,467 14	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

NEW GRENADA.

473

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		Where from.	CLEARED.		INWARD.			OUTWARD.	
	No. of Vessels.			No. of Vessels.	Where for.	Description.	Value.		Description.	Value.
NEW GRANADA. PANAMA. <i>Amos B. Corvine.</i> Quarter ending March 31, 1857.	2	In port	1	Ports in Central America	2	In port .....	.....	1	Specie and assorted merchan- dise, 595 pkgs.	\$80,000 00
	9	San Francisco ...	1	Whaling .....	.....	.....	.....	1	Ballast .....	.....
			9	San Francisco ..	6	Gold and merchandise, 691 pkgs.	\$9,489,031 91	6	Merchandise, 2,580 pkgs.	899,014 00
					1	Passengers.....	.....	1	Merchandise, 3 pkgs.	754 00
					1	Specie	7,500 00	1	Passengers.....	.....
					1	.....	.....	1	.....	.....
	2	Ports in Central America.....	2	Ports in Central America.....	1	Hides, 6,300; deer skins, 50 bales; indigo, 430 bales; sugar, 8,300 pkgs.; coffee, 1,660 pkgs. ....	.....	1	Assorted merchandise, 123 pkgs	18,000 00
	1	.....do.....	3	In port	1	Balsam, 12 jars; rice, 89 sacks; sugar 91 pkgs.; hides, 1,592; coffee, 1,117 bags; indigo, 925 bales; sundries, 140 pkgs.....	104,800 00	1	Merchandise, 410 pkgs, and specie.....	110,000 00
	1	San Francisco ...	.....	.....	1	Express goods, 1 pkg.....	162,620 00	.....	.....	.....
	1	New York .....	.....	.....	1	Coal, 1,050 tons; life pre- servers, 600.....	300 00	.....	.....	.....
Quarter ending June 30	16	.....	16	.....	.....	18,900 00	.....	.....	.....	.....
					.....	9,783,151 91	.....	.....	.....	1,107,768 00
				
	2	In port at com't of quarter.....	2	.....	.....	.....	.....	2	Ballast .....	.....
	3	San Francisco ..	1	San Francisco ..	1	123 pkgs. gold, 12 pkgs. as- sorted merchandise	1,654,174 00	1	399 pkgs. sundries.....	163,349 00
			1	.....do.....	1	117 pkgs. gold, 7 pkgs. mer- chandise.....	1,939,595 00	1	341 pkgs. sundries.....	189,863 00
			1	.....do.....	1	178 pkgs. gold and silver, 6 pkgs. merchandise.....	2,166,248 00	1	392 pkgs. sundries.....	159,615 00
				
				
				

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
NEW GRANADA. PANAMA. <i>2 mos B. Corvine.</i> Quarter ending June 30, 1857—Continued.	8	San Francisco...	1	San Francisco...	1	135 pkgs. gold, 10 pkgs. mer- chandise	1	493 pkgs. sundries.....	\$181,218 00
			1	.....do.....	1	195 pkgs. gold and silver, 13 pkgs. merchandise	1	425 pkgs. sundries.....	167,950 00
			1	.....do.....	1	135 pkgs. gold, 12 pkgs. mer- chandise	1	466 pkgs. sundries.....	187,454 00
	2	Central America..	1	Central America	1	Coffee, sugar, rice, indigo, India rubber, hides, deer skins, specie, &c.....	1	420 pkgs. sundries and specie	75,000 00
			1	.....do.....	1	Coffee, sugar, rice, indigo, India rubber, hides, deer- skins, specie, cochineal, &c.....	1	341 pkgs. sundries and specie.	50,000 00
	1	Cardiff.....	1	Callao.....	1	Coal, 1,457 tons.....	1	Ballast .....	.....
	1	Philadelphia....	1	.....do.....	1	Coal, 650 tons.....	1	.....do.....	.....
	1	Punta Arenas....	1	Punta Arenas....	1	Passengers.....	1	.....do.....	.....
	1	Whaling cruise..	1	Whaling.....	1	Whale and black fish oil, 2,300 gallons.....	1	.....do.....	.....
	14	.....	14	.....	14	.....	14	.....	1,174,449 00
	7	San Francisco....	1	Central America.	1	.....	1	Specie and sundries.....	76,144 00
			1	San Francisco ...	1	Treasure, 9 pkgs. merchan- dise, 100 qtls. potatoes.....	1	Merchandise, 434 pkgs.	200,000 00
			1	.....do.....	1	Treasure, 13 pkgs. merchan- dise, 100 qtls. potatoes.....	1	Merchandise, 726 pkgs.	271,800 00
			1	.....do.....	1	Treasure, 11 pkgs. merchan- dise, 100 qtls. potatoes.....	1	Merchandise, 679 pkgs.	300,000 00
			1	.....do.....	1	Treasure, 12 pkgs. merchan- dise, 100 qtls. potatoes.....	1	Merchandise, 628 pkgs.	302,000 00
			1	.....do.....	1	Treasure, 9 pkgs. merchan- dise, 100 qtls. potatoes.....	1	Merchandise, 862 pkgs.	342,000 00
			1	In port.....	1	Treasure, 28 pkgs. merchan- dise, 100 qtls. potatoes.....	1	.....	.....
Quarter ending Sept. 30									Entered: 10 steamships, 1 brig, 1 schooner. Cleared: 9 steamships, 1 brig, 1 schooner; 1 in port. Aggregate tonnage entered: 13,743 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES--Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.		Value.
NEW GRANADA. PANAMA. <i>Amos B. Corwine.</i> Quarter ending Sept. 30, 1857—Continued.	3	Central America.	1	In port.....	1	Hides, 3,309; deer skins, 39 bales; indigo, 6 bales; cot- fee, 240 casks; sugar, 272 pkgs.; rice, 260 sacks; bal- sam, 49 jars; 67 pkgs. sun- dries.....	\$33,957 00	1	.....	.....
			1	Central America.	1	Hides, 3,343; deer skins, 53 bales; cochineal, 100 bales; coffee, 35 bags; sugar, 33 pkgs.; rice, 96 bags; 47 pkgs. sundries.....	31,037 00	1	Merchandise, 460 pkgs.; specie	\$36,256 00
			1	.....do.....	1	Hides, 2,417; deer skins, 59 casks; cochineal, 363 bales; coffee, 66 bags; sugar, 627 pkgs.; rice, 97 bags; bal- sam, 73 jars; sundries, 927 pkgs.....	68,947 00	1	Ballast.....	.....
	2	Whaling cruise..	1	Punta Arenas...	1	Oil (black fish,) 3,600 galls....	1,800 00	1	.....	.....
			1	In port.....	1	Oil, (black fish,) 5,000 galls....	2,500 00	1	.....	.....
	12	.....	12	.....	12	.....	11,081,027 00	12	.....	1,602,101 00
ASHENWALL. <i>A. Morrell.</i> Quarter ending Dec. 31, 1856.	20	New York.....	10	New York.....	9	Merchandise.....	.....	6	Mails and treasure.....	10,141,738 08
	6	Havana.....	6	Havana.....	10	Mails and merchandise.....	.....	5	Mails.....	.....
	4	Baltimore.....	2	Atitkapus.....	2	Mails.....	.....	1	Mails and treasure.....	.....
	2	Jamaica.....	2	Kingston, Jamaica	9	Coals, 2,519 tons.....	25,190 00	1	Merchandise.....	.....
	1	St. Thomas.....	2	Pedro Keys.....	2	Mails and merchandise.....	42,255 00	1	Cocoa-nuts.....	.....
	1	Pensacola.....	2	Pensacola.....	1	Merchandise & coals, 204 tons.	2,010 00	18	Ballast.....	.....
	1	Greytown.....	2	Minutihan.....	1	Cocoa-nuts.....	.....	1	Whale oil, 500 barrels.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		CLEARED.	INWARD.		OUTWARD.					
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.	
NEW GRANADA. ASPINWALL. J. Morrell. Quarter ending Dec. 30, 1856—Continued.	1	Boca del Toro ...	1	Mexico.....	1	Pine logs.....	5	In port.....			
	6	Baltimore ..	6	Other ports ..	1	Ballast.....					
	1	In port	5	In port.....	1	Coal.....			\$10,000 00		
	1	do.....			1	Merchandise.....					
	38		38				79,455 00	38		\$10,141,733 68	
Quarter ending March 31, 1857.	15	New York.....	12	New York.....	13	Mails and merchandise.....		7	Mails and treasure.....	7,575,623 98	
	6	Havana.....	6	Havana.....	6	Merchandise.....		1	Merchandise.....		
	2	Baltimore ..	4	Cuba.....	2	Passengers.....		3	Mails.....		
	1	New Orleans...	1	New Orleans...	1	Passengers and merchandise.		4	Passengers.....		
	1	Jamaica.....	1	Carthagena ..	1	Cross-ties.....		12	Ballast.....		
	1	Sabanilla	1	Sabanilla.....	2	Coal, 331 tons.....		1	In port.....		
	1	Boston.....	1	Belize, Honduras.	1	Ice, 315 tons.....					
	1	Greytown	1	Greytown	1	Coal, 183 tons, and lumber.....					
			1	In port	1	Coal, 150 tons, and merchandise					
	28		28								
							12,680 00	28		7,575,623 98	
	Quarter ending June 30.	7	New York.....	7	New York.....	7	Merchandise, passengers and units.....		7	Passengers, mails and treasure	
		6	Havana.....	6	Havana.....	6	Cigars, passengers and mails.....		6	Passengers and m. dls.....	
11		New York	4	New York	3	General, (estimated)		4	Hides, bark, &c.....	230,000 00	
			2	Jamaica.....	1	Assorted, (estimated)		2	Ballast.....		
1		Truxillo.....	1	Truxillo.....	2	Coal and lumber.....		1	do.....		
1		West Indies	1	West Indies	1	Coal.....		1	do.....		
2		Pensacola	2	Pensacola	1	Merchandise and coal.....		1	do.....		
			1	Belize	1	Timber.....		1	do.....		
2		Baltimore	1	Belize.....	1	Merchandise and coal.....		1	do.....		
			1	Florida.....	1	Coal and provisions.....		1	do.....		
			1	Cuba.....	1	Coal.....		1	do.....		

Entered: 15 steamships, 3 barques,
18 brigs, 10 schooners. Ships of
war—2 frigates, 3 sloops.
Cleared: 13 steamships, 3 barques
15 brigs, 8 schooners; 7 in port.
Ships of war not reported.
Agg. tonnage entered: 98,718 65 95
tons.
Tonnage of war ships not reported.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
NEW GRANADA. ASTINWALL. J. Morrell. Quarter ending June 30, 1857—Continued.	2	Baltimore..	1	West Indies.....	1	Coal.....	\$1,380 00	1	Ballast.....	.....
	2	Sabanilla	1	Baltimore	1	do.....	1,227 00	1	do.....	.....
	2	St. Andrews....	1	Sabanilla	1	Timber.....	1,200 00	1	do.....	.....
	2	Darien, Geo....	1	Not reported....	1	Tobacco and timber.....	3,850 00	1	Not reported.....	.....
	2	San Blas	1	St. Andrews....	2	Produce	500 00	2	Ballast.....	.....
	2	Darien, Geo....	1	Old Providence..	1	Timber.....	2,000 00	1	do.....	.....
	1	San Blas	1	Jamaica	1	Lumber.....	2,300 00	1	do.....	.....
	1	Philadelphia....	1	New York.....	1	Cocoa-nuts	250 00	1	Hides, bark, cocoa-nuts, &c..	\$4,725 00
	1	Boca del Toro...	1	Cuba	1	Coal.....	1,600 00	1	Ballast.....	.....
	1	Carthagena	1	San Blas	2	Produce.....	900 00	2	do.....	.....
	1	Boston	1	do.....	1	Ice and merchandise.....	3,211 00	1	do.....	.....
	1	New York	1	St. Domingo....	1	Merchandise, passengers and mails.....	(See note).. do.....	7	In port .....	.....
	1	Havana.....	1	In port	1	Cigars, passengers and mails..	2,783 00	1	Filibusters.....	.....
	2	Baltimore.....	2	do.....	2	Coal and merchandise.....	38,000 00	1	do.....	.....
	2	New York	2	do.....	1	General... ..	1,100 00	1	do.....	.....
	1	Sabanilla.....	1	do.....	1	Coal.....	1,200 00	1	do.....	.....
	1	New York	1	New York and New Orleans...	1	Timber.....	.....	1	do.....	.....
	1	Carthagena	1	Greytown	1	do.....	.....	1	do.....	.....
	1	Norfolk	1	do.....	1	do.....	.....	1	do.....	.....
	1	Greytown.....	1	Not reported....	1	Filibusters.....	.....	1	do.....	.....
	1	Norfolk	1	do.....	1	do.....	.....	1	do.....	.....
	51	.....	51	.....	51	Value of inward cargoes per sailing vessels.....	255,371 00	51	Value of outward cargoes per sailing vessels.....	234,725 00

NOTE.—Value of inward cargoes, per steamers from New York: foreign, \$35,359 09; domestic, \$351,084 31; total, 1,046,443 00, in transit for California.

Value of inward cargoes, per steamers from Havana, in transit for California: foreign, (estimated),..... 50,000 00

Total inward..... 1,351,814 00

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	No. of Vessels.	Entered.	Where from.	CLEARED.		INWARD.			No. of Vessels.	Description.	Value.
				No. of Vessels.	Where for.	No. of Vessels.	Description.					Value.
NEW GRANADA. ASPINWALL. A. Morrell. Quarter ending Sept. 31, 1887.	7	In port at com't of quarter.....	1	New York.....	1	1	Hides and bark.....	\$50,000 00	Entered : 7 steamers, 1 barque, 7 brigs, 7 schooners, 1 frigate, 1 sloop of war ; 7 in port. Cleared : 9 steamers, 1 barque, 10 brigs, 7 schooners, 1 sloop of war ; 3 in port. Agg. tonnage entered : 14,104 61-95 tons.	
			1	Havana	1	1	Mails and passengers.....		
			1	New York	1	1do.....		
			1	Mexico.....	1	1	Ballast.....		
	14	New York.....	1do.....	1	1do.....		
			1	Pensacola.....	1	1do.....		
			1	Sbanilla.....	1	1do.....		
			1	New York.....	1	Mails, merchandise, and pas- sengers.....	1	Passengers, mails, and treasure		
	1do.....	1do.....	1	1	Ballast.....		
			1do.....	1	Assorted cargo.....	1	Hides, barks, &c.....	60,000 00		
			1do.....	1	Merchandise and passengers.....	1	Passengers, mails, and treasure		
			1do.....	1	Assorted cargo.....	1	Hides and bark.....	60,000 00		
			1	In port.....	1	1	In port.....		
			1	New York.....	1	Mails, merchandise, and pas- sengers.....	1	Mails, treasure, and passengers		
1	Rio Hache, N. G. New York.....	1	.....do.....	1	Coal and merchandise	1	Ballast.....	.....		
		1	.....do.....	1	Passengers, mails, and mer- chandise.....	1	Mails, treasure, and passengers	.....		
		1	.....do.....	1	Assorted cargo.....	1	Ballast.....	.....		
		1	New York.....	1	.....do.....	1	Hides, bark, &c.....	50,000 00		
1	.....do.....	1	.....do.....	1	Mails, merchandise, and pas- sengers.....	1	Mails, treasure, and passengers	.....		
		1	.....do.....do.....	1	.....	1	.....do.....do.....	.....		
		1	In port.....	1	Assorted cargo.....	1	In port.....	.....		
		1	Jacksonville.....	1	Coal.....	1	Ballast.....	.....		
1	Baltimore	1	San Blas.....	1	.....	1	.....	.....	
		1	.....do.....	1	.....	1	.....	.....	
		1	St. Andrews....	1	Sarsaparilla.....	1	.....	.....	
		1	San Blas.....	1	.....	1	Ballast .. ...	.....		
2	Havana	1	.....do.....	1	Mails, merchandise, and pas- sengers	1	Merchandise and passengers .....	.....		
		1	.....do.....	1	.....do.....do.....	1	.....do.....do.....	.....		

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.			CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.	INWARD.		OUTWARD.	
	No. of Vessels.	Where from.		No. of Vessels.	Description.		
NEW GRANADA. ASPINWALL, A. Morrell.							
Quarter ending Sept. 30, 1857.—Continued.	1	Greytown	1	1
	2	Sabanilla	1	Timber for railroad.....	\$1,200 00	1	Ballast
	do	1do	2,000 00	1do
	31	31	201,004 00	31
Value of inward cargoes per steamers from New York, mostly in transit for California:							
Domestic							\$1,100,000
Foreign							90,000
Value of cargoes per steamers from Havana, (mostly in transit,) estimated							50,000
Total per steamers. 1,940,000							
No return.							
Entered: 3 barques, 3 brigs.							82,054 23
Cleared: 3 barques, 3 brigs.							88,347 24
Aggregate tonnage entered: 1,553 tons.							87,183 08
							74,530 44
							975 60
							3,500 00
							336,620 59
Entered: 3 barques, 4 brigs, 2 schooners.							102,751 30
Cleared: 3 barques, 3 brigs. 1 schooner; in port, 1 brig, 1 schooner.							36,237 32
Aggregate tonnage entered: 2,200 tons.							104,648 92
							88,057 42
							96,169 44
							6,091 75
							7,640 13
							441,396 98
VENEZUELA. MARCAIDO, B. H. Swift.							
Quarter ending Dec. 31, 1856.		No return.					
Quarter ending Mar. 31, 1857.	4	New York	1	Given in last quarter	1	Coffee, hides, and skins
	do	1	Dry goods and specie.	14,642 26	1do
	do	1do	13,509 12	1do
	do	1	Dry goods, medicines.....	30,265 77	1do
	1	Barbadoes	1do	838 78	1	Coffee and hides
	1	Wilmington, N.C.	1	Ballast	1	Timber
	6	6	59,255 93	6
Quarter ending June 30	5	New York	1	Dry goods and specie.	33,803 66	1	Coffee, hides, tobacco, skins
	do	1do	6,104 11	1	Coffee, hides, fustic
	do	1	Dry goods, flour, specie.....	9,069 92	1	Coffee, hides, skins
	do	1do	19,667 28	1do
	do	1do	22,925 55	1do
	1	Norfolk	1	Dry goods, specie.....	834 00	1	Coffee, fustic.....
	1	Guantanamo	1do	5,585 99	1	Coffee, hats, fustic.....
	1	Ashford, Me.	1	Ballast	1	In port
	1	Eastport, Me.	1do	1do
	9	9	97,230 51	9

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.		Value.
VENEZUELA. MARACAIBO. Quarter ending Sept. 30, 1887.	.....	No return.....	.....	.....	.....	.....	.....	.....	No return.
PUERTO CABELLO. John M. Litchfield. Quarter ending Dec. 31, 1886.	4	Philadelphia.....	3	Philadelphia.....	1	Entered last quarter.....	1	Coffee, indigo, hide cuttings, goat skins.....	\$23,798 00
					1	Provisions, tobacco, drugs, &c.	1	Indigo, fustic, and hides.....	18,480 00
					1	Provisions, lumber, drugs, &c.	1	Indigo, hides, coffee, and fustic	31,742 00
					1	Naval stores, drugs, &c.....	1	Coffee, fustic, and hides.....	19,325 00
	9	New York.....	1	In port.....	1	Provisions, dry goods, &c.....	1	In port.....	.....
			7	New York.....	1	Provisions, &c.....	1	Hides, coffee, woods, and in- digo.....	20,793 00
					1	Tobacco, provisions, &c.....	1	Coffee, hides, and fustic.....	17,522 00
					1	Provisions, hardware, furni- ture, &c.....	1	.....	.....
					1	Ballast.....	1	Hides, skins, indigo.....	7,314 00
					1	Provisions, &c.....	1	Hides, indigo, fustic, and horns	30,192 00
					1	Provisions, Dutch cheese, In- dian crackers, &c.....	1	Indigo, hides, skins, and fustic.	34,656 00
					1	Provisions, drugs, &c.	1	Coffee, hides, wood, skins, and hair.....	29,899 00
					1	Flour.....	1	Hides and fustic.....	10,010 00
	1	Wilmington.....	1	Maracaibo.....	1	Ballast.....	1	In port.....	.....
	14	.....	14	.....	14	.....	14	.....	243,731 00
Quarter ending March 31, 1886.	2	In port.....	1	Maracaibo.....	2	In port.....	1	No outward cargo.....	.....
			1	New York.....	1	Hides, 2,972; old copper, 930 lbs.; coffee, 246 bags; fus- tic, 40 tons; skins, 634.....	1	Hides, 2,972; old copper, 930 lbs.; coffee, 246 bags; fus- tic, 40 tons; skins, 634.....	18,981 00

Entered: 1 ship, 2 barques, 1 brig,
6 schooners, and 1 brig; and 1
schooner in port.

61 *

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
VENEZUELA. PUERTO CABELLO. <i>John M. Littlefield.</i> Quarter ending March 31, 1857.—Continued	4	Philadelphia.....	3	Philadelphia.....	3	Provisions, dry goods, lumber, medicines, drugs, &c....	\$13,307 00	3	Hides, 18,033; coffee, 3,338 bags; cocoa, 87 bags; indigo, 19 seroons; skins, 3,033; hide cuttings, 4 bales.....	\$173,905 00
			1	New York	1	Provisions, dry goods, and furniture.....	7,335 00	1	Coffee, 1,500 bags; hides, 114; &c.....	44 95 tons.
	2	New York	4	New York	2	Ballast .....	.....	4	Coffee, 5,010 bags; hide cut- tings, 1 bale; hides, 5,791; indigo, 63 seroons; cotton, 190 bales; sugar, 43 bbls; fustic, 20 tons; panacea and skins.....	44 95 tons.
	1	do.....	.....	.....	1	Provisions, furniture, and In- dia matting.....	2,892 00	.....	In port	296 Tonnage of vessels in port: 296 20 95 tons.
	1	Wilmington .....	.....	.....	1	Naval stores and lumber.....	2,409 00	.....	.....	.....
	1	New York	2	In port	1	Provisions	4,556 00	2	.....	.....
	1	Boston .....	.....	.....	1	Dry goods, provisions, ice, lumber, &c.....	4,212 00	.....	.....	.....
	12	.....	12	.....	12	.....	34,711 00	12	.....	305,593 41
	Quarter ending June 30.	2	In port	2	New York	1	Entered last quarter.....	1	Coffee, hides, fustic.....	26,007 09
					1	.....	.....	1	Hides, coffee, fustic, bird seed, indigo.....	4 schooners, and 2 in port.
	5	Philadelphia.....	5	Philadelphia.....	1	Provisions and sundries	3,272 00	1	Coffee, hides, deer and goat skins.....	25,965 45
					1	do.....	3,402 00	1	Coffee, indigo and hides.....	53,949 03
					1	Flour, soap, rice	5,485 00	1	Coffee, hides, deer skins.....	54,152 92
					1	Flour, rice, tobacco, &c.....	6,698 00	1	Coffee, hides and plants.....	37,338 16
					1	Flour, provisions, &c.....	6,197 00	1	Coffee.....	37,912 88
	1	Baltimore.....	1	Baltimore.....	1	Ballast .....	.....	1	Coffee, indigo, hides, deer and goat skins	7,054 14
	2	New York	2	New York	1	Provisions, &c.....	2,736 00	1	Coffee, hides, fustic.....	33,512 01
					1	do.....	3,693 00	1	Hides, coffee, fustic and old copper.....	27,020 43
										33,537 41

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES--Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.			CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.					
	ENTERED.		CLEARED.	INWARD.		OUTWARD.						
	No. of Vessels.	Where from.		No. of Vessels.	Description.			Value.	Description.	Value.		
VENEZUELA. PUERTO CABELLO. John M. Litchfield. Quarter ending June 30, 1857—Continued.	6	New York	4	New York	1	Flour, &c.....		\$10,210 00	1	Sugar, hides, hide cuttings, coffee, chocolate, preserves and jelly.....	\$32,366 26	
					1	Candles, provisions, &c.....		3,352 00	1	Coffee, hides and indigo.....	37,729 67	
					1	Lumber, provisions, &c.....		1,943 00	1	Coffee, hides, fustic and goat skins.....	34,945 78	
					1	Flour, tobacco, &c.....		5,457 00	1	Coffee, hides and fustic	26,282 71	
					1	Lumber and bricks.....		1,138 00	1	Coffee and wood.....	712 21	
					1	Provisions		7,836 00	1	Coffee.....	18,605 98	
	1	London.....	1	In port.....	1	Ballast				1	In port.....	
	17	.....	17	.....				61,919 00				486,802 13
Quarter ending Sept. 30.	1	London	1	London	1	In port			1	Not reported.....		Entered: 1 ship, 2 barques, 5 brigs, 5 schooners.
	7	New York.....	4	New York.....	3	Dry goods, liquors, provisions.		13,241 00	3	Sugar, coffee, hides, deer skins, tiger skins, fustic ...	65,369 96	Cleared: 1 ship, 2 barques, 5 brigs, 4 schooners; 1 in port.
					1	Ballast ..			1	Hides, deer skins and fustic...	21,260 49	Agg. tonnage entered: 2,666 59-95 tons.
			2	Maracaibo.	2	Provisions, dry goods, liquors and medicines.....			2	Ballast.....		
			1	In port	1	Dry goods, provisions and li- quors.....		20,475 00	1	In port.....		
			3	Philadelphia.....	3	Liquors, provisions, medi- cines, dry goods and specie..		5,435 00	3	Coffee, indigo, hides, fustic, deer skins, goat skins, lig- numvita	103,640 61	
	2	Baltimore.....	2	Baltimore	1	Liquors, provisions, dry goods and specie.....		30,533 00	1	Indigo, coffee, hides, fustic and deer skins.....	46,341 32	
					1	Ballast			1	Hides and deer skins.....	16,959 17	
	13	.....	13	.....				104,841 00	13	.....		253,570 85

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	No. of Vessels.	Where from.	Where to.	INWARD.		OUTWARD.		Value.	Description.
				No. of Vessels.	Description.	Value.	No. of Vessels.		
VENEZUELA. LA GUAYRA. Racca T. Golding. Quarter ending Dec. 31, 1856.	8	New York.....	6	New York via Puerto Cabello.	1	Flour and lard.....	2	\$64,193 00	Hides and coffee.....
	4	Philadelphia.....	1	New York via Maracaibo.....	1	Ice and preserved meats.....	1	8,160 00	Hides and fustic.....
	3	Baltimore.....	1	Maracaibo.....	1	Lumber, rice, and naval stores.	1	9,500 00	Hides and chadilla.....
	1	New Orleans ..	3	Philadelphia.....	1	Flour, lard, rice, hams, to- bacco, soap, candles, but- ter, cigars, maling.....	1	2,464 00	Indigo, coffee, hides, fustic, skins and horns.....
	1	Boston.....	1	Cienfuegos.....	14	.....	4	39,125 00	Part of inward.....
	1	Wilmington.....	1	Baltimore ..	.....	.....	4	.....	Ballast.....
			3	St. Thomas.....	.....	.....	.....	.....	.....
				Other ports.....	.....	.....	.....	.....	.....
	18		17	.....	Venezuelan currency.....	153,421 11	.....	123,442 00	.....
					United States currency.....	114,173 86	17	91,863 81	.....
Quarter ending March 31, 1857.	1	In port at com- mencement of the quarter.....	1	Puerto Cabello & Philadelphia.....	1	In port at commencement of the quarter.....	1	7,310 00	Hides.....
	3	Philadelphia.....	2	Puerto Cabello & Philadelphia.....	2	Flour, lard, &c.....	2	41,766 00	Entered: 6 barques, 2 brigs, 4 schooners, 1 in port. Cleared: 4 barques, 2 brigs, 3 schooners, 4 in port. Agg. tonnage entered: 3,122 43 95 tons.
	4	New York.....	1	Puerto Cabello & New York.....	1	.....do.....	1	6,000 00	Hides, coffee, and indigo.....
			1	Puerto Cabello & New York.....	1	.....do.....	1	.....	Not reported.....
			1	Maracaibo and New York.....	1	Flour, lard, cigars, &c.....	1	11,788 99	Coffee, indigo, and fustic.....
			1	Barcelona and New York.....	1	Flour and provisions.....	1	8,657 00	Hides.....
			1	Puerto Cabello & New York.....	1	Flour, provisions, and cigars.....	1	.....	Part inward cargo.....
	1	Barcelona.....	1	New York.....	1	Not reported.....	1	7,550 00	Hides.....
	1	Boston.....	1	In port.....	1	Ice.....	1	6,406 00	In port.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
ENTERED.		CLEARED.		INWARD.		OUTWARD.		
No. of vessels.	Where from.	No. of vessels.	Where for.	Description.	Value.	No. of vessels.	Description.	
VENEZUELA.								
LA GUAYRA.								
Isaac T. Golding.								
Quarter ending March 31, 1857—Continued.								
1	San Juan de Nicaragua.....	1	In port.....	1	Dry goods and wines.....	1	In port	
1	Philadelphia.....	1	do.....	1	Flour, provisions, matting, and cigars.....	1	do.....	
1	New York.....	1	do.....	1	Flour, provisions, and matting	1	do.....	
					Venezuelan currency		Venezuelan currency	\$83,071 00
13		13			United States currency....	13	United States currency....	61,820 00
Quarter ending June 30.								
4	Philadelphia.....	5	Philadelphia.....	5	Flour, provisions, tobacco, candles.....	5	Coffee, hides, indigo, fustic, &c.....	92,676 46
6	New York.....	5	New York.....	5	Lard, hams, lumber.....	5	do.....	35,372 66
1	Boston.....	2	Boston.....	1	Submarine armor.....	2	Ballast	
1	London.....	1	Puerto Cabello & London....	1	Dry goods, crockery ware, hardware.....	1	Lignumvite	5,049 30
4	Not reported.....	1	Cienfuegos	4	do.....	1	Ballast	
		1	Jacomet.....	1	do.....	1	do.....	
		1	Puerto Cabello.....	1	do.....	1	do.....	
16		16				16		133,098 42
Quarter ending Sept. 30.								
5	New York.....	5	New York.....	5	Flour, hams, rice, lard, fish.....	3	Coffee and hides.....	46,340 00
4	Philadelphia.....	4	Philadelphia.....	4	Lard, rice, hams, candles, cigars, &c., and flour	3	Part of inward	66,604 00
2	Baltimore.....	2	Baltimore.....	2	Flour, lard, soap, tobacco, rice, hams, &c.....	1	In port	
1	Boston	1	Boston	1	Ice.....	1	Part inward	
						1	Hides and horns	11,598 00
							Ballast	
12		12				12		124,542 00
Entered: 4 barques, 6 brigs, 2 schooners, and 4 not accounted for. Cleared: 7 barques, 6 brigs, 3 schooners. Agg. tonnage entered: 2,575 87 95 tons.								
Entered: 5 barques, 3 brigs, 4 schooners. Cleared: 4 barques, 3 brigs, 4 schooners, 1 in port. Agg. tonnage entered: 2,717 8 95 tons.								

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSEL'S.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
ECUADOR. GUAYAQUIL. M. P. Gane. Quarter ending Dec. 31, 1855.	1	San Francisco.	1	San Francisco.	1	Flour, 1,100 quintals.	\$11,000 00	1	Cocoa and coffee, 800 quintals.	\$7,500 00
	1	Panama.	1	Panama.	1	Flour, 250 bbls; books, 88 boxes.	7,400 00	1	Bark, cocon, and straw hats.	31,500 00
	1	Paita.	1	Baltimore.	1	Assorted, 10,000 bales.	16,000 00	2	Coin, \$4,783, straw hats, In-	
	1	Boston.	1	In port.	1	I-e and sundries.	15,000 00		din cocon, and bark.	14,380 00
						20 per cent. exchange off..	43,400 00			53,380 00
	4		4			United States currency....	8,680 00	4	20 per cent. exchange off..	10,656 00
							34,720 00		United States currency....	42,624 00
Quarter ending March 31, 1857.	1	In port.	1	London.	1	In port.		1	Cocoa, 4,099 quintals; tobacco, 426 quintals; bark, 791 quintals; sarsaparilla, 382 quintals.	118,000 00
	1	Callao.	1	Central America.	1	Oil, 300 barrels.	5,500 00	1	Flour, 100 sacks.	1,000 00
									Soap and candles.	2,106 00
									Wines and liquors.	2,660 00
									Doublebrooms.	4,000 00
	1	Boston.	1	Chincha & Havre.	1	I-ec, 720 tons; cordage, 60 coils; sugar, 50½ cases, and sundries.		1	Ballast.	
	3		3				5,500 00	3		127,106 00
Quarter ending June '30.	1	In port at commencement of the quarter.	1	Chincha Islands.	1	In port at commencement of the quarter.		1	Ballast.	
Quarter ending Sept. 30.		No return.								
										No return.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.		Value.	Description.
	No. of ships.	No. of vessels.		No. of vessels.	Description.	No. of vessels.	Description.		
BRAZIL. RIO DE JANEIRO. <i>Robert G. Scott.</i> Quarter ending Dec. 31, 1856.	13	29	New Orleans.....	.....	Not reported.....	.....	Not reported.....	.....	Entered: 22 ships, 49 barques, 14 brigs, 6 schooners.
	10	22	New York.....	.....	.....	.....	.....	.....	Cleared: 17 ships, 56 barques, 15 brigs, 3 schooners.
	9	8	Baltimore.....	.....	.....	.....	.....	.....	Aggregate tonnage entered: 37,463 tons.
	8	7	New York.....	.....	.....	.....	.....	.....	.....
	4	4	New Orleans.....	.....	.....	.....	.....	.....	.....
	2	3	Philadelphia.....	.....	.....	.....	.....	.....	.....
	1	1	St. Mary's.....	.....	.....	.....	.....	.....	.....
	10	1	Buenos Ayres.....	.....	.....	.....	.....	.....	.....
	7	1	Pernambuco.....	.....	.....	.....	.....	.....	.....
	7	1	Liverpool.....	.....	.....	.....	.....	.....	.....
	2	1	Bahia.....	.....	.....	.....	.....	.....	.....
	2	5	Montevideo.....	.....	.....	.....	.....	.....	.....
	2	1	Cardiff.....	.....	.....	.....	.....	.....	.....
	1	1	Glasgow.....	.....	.....	.....	.....	.....	.....
	1	1	Lisbon.....	.....	.....	.....	.....	.....	.....
	1	1	Santos.....	.....	.....	.....	.....	.....	.....
	1	1	Valparaiso.....	.....	.....	.....	.....	.....	.....
	1	1	Queenstown.....	.....	.....	.....	.....	.....	.....
	1	1	River Plate.....	.....	.....	.....	.....	.....	.....
	1	1	Cork.....	.....	.....	.....	.....	.....	.....
	2	1	Chincha Islands.....	.....	.....	.....	.....	.....	.....
Quarter ending March 31, 1857.	2	1	Isle of Salt.....	.....	.....	.....	.....	.....	.....
	2	1	Rio Grande.....	.....	.....	.....	.....	.....	.....
	2	1	Sydney.....	.....	.....	.....	.....	.....	.....
	1	1	Newport.....	.....	.....	.....	.....	.....	.....
	2	1	In distress.....	.....	.....	.....	.....	.....	.....
	91	91	.....	.....	.....	.....	.....	.....	.....
	1	1	New York.....	.....	Flour, 2,993 barrels.....	1	Flour, 6,000 bags.....	\$90,000 00	Entered: 7 ships, 21 barques, 16 brigs, 4 schooners, 1 ketch; and
	1	1	Figara.....	.....	Salt.....	1	Coffee, 2,150 bags.....	32,250 00	8 ships, 13 barques, 7 brigs; and
	1	1	Baltimore.....	.....	Sundries.....	1	Coffee, 4,781 bags.....	71,715 00	3 schooners in port.
	1	1	Cardiff.....	.....	.....do.....	1	Coffee, 3,360 bags.....	50,400 00	Cleared: 15 ships, 34 barques, 22 brigs, 7 schooners, 1 ketch; and
	1	1	Pensacola.....	.....	Lumber, 840 dozen.....	1	Coffee, 600 bags.....	9,000 00	1 brig in port.
	1	1	Liverpool.....	.....	Dry goods.....	1	Ballast.....	.....	.....
	1	1	Richmond.....	.....	Flour.....	1	Coffee, 6,212 bags.....	93,180 00	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

BRAZIL.

487

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CLEARED.			CARGOES.			CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		No. of Vessels.	Where for.		No. of Vessels.	INWARD.		OUTWARD.		
	No. of Vessels.	Where from.		No. of Vessels.	Description.		Value.	No. of Vessels.	Description.		Value.
BRAZIL.											
RIO DE JANEIRO.											
<i>Robert G. Scott.</i>											
Quarter ending March											
31, 1857—Continued.											
1 New Orleans.....	1	New Orleans.....	1	New Orleans.....	1	Flour, 3,740 barrels.....	1	Coffee, 6,500 bags.....	\$97,500 00	Agg. tonnage entered: 16,676 23-95 tons; and 16,599 8 95 tonnage of vessels in port.	
1 Baltimore.....	1	do.....	1	do.....	1	Dry goods.....	1	Coffee, 5,000 bags.....	75,500 00		
1 Put in in distress.....	1	do.....	1	do.....	1	Coffee, 6,600 bags.....	1	Same as inward.....	60,075 60		
1 Boston.....	1	do.....	1	do.....	1	Ice, 150 tons; apples, 350 lbs.....	1	Coffee, 4,005 bags.....	84,000 00		
1 Isle of Salt.....	1	do.....	1	do.....	1	Salt, 193 bushels.....	1	Coffee, 5,600 bags.....	67,500 00		
1 Buenos Ayres.....	1	do.....	1	do.....	1	Ballast.....	1	Coffee, 4,500 bags.....	37,500 00		
1 Pernambuco.....	1	do.....	1	Baltimore.....	1	do.....	1	Coffee, 2,500 bags.....	19,500 00		
1 Buenos Ayres.....	1	do.....	1	do.....	1	do.....	1	Coffee, 1,300 bags.....	43,950 00		
1 Richmond.....	1	do.....	1	do.....	1	Flour, 3,979 barrels.....	1	Coffee, 6,209 bags.....	62,640 00		
1 Buenos Ayres.....	1	do.....	1	do.....	1	Salt beef.....	1	Coffee, 2,930 bags.....	87,540 00		
1 New York.....	1	do.....	1	do.....	1	Flour, 2,506 lbs.; tea, 34 boxes.....	1	Coffee, 4,176 bags.....	85,785 00		
1 Baltimore.....	1	do.....	1	do.....	1	Flour, 3,657 barrels.....	1	Coffee, 5,836 bags.....	173,430 00		
2 Pernambuco.....	2	Philadelphia.....	3	Philadelphia.....	3	Ballast.....	3	Coffee, 6,719 bags.....	50,600 00		
1 Bahia.....	1	do.....	1	do.....	1	Sundries.....	1	Inward cargo.....	51,000 00		
1 Philadelphia.....	1	San Juan del Sud	1	San Juan del Sud	1	Guano.....	1	do.....	44,700 00		
1 Chuncha Islands.....	1	Cork.....	1	Cork.....	1	Ice.....	1	Ballast.....	53,500 00		
2 Boston.....	2	United States.....	1	United States.....	1	Ice and apples.....	1	Coffee, 3,500 bags.....	.....	
1 Buenos Ayres.....	1	Mobile.....	1	Mobile.....	1	Ballast.....	1	Ballast.....	.....	
1 Liverpool.....	1	United States.....	1	United States.....	1	Coal, 1,903 tons.....	1	do.....	.....	
1 St. Mary's, Ga... ..	1	Callao.....	1	Callao.....	1	Lumber, 335, 829 feet.....	1	do.....	.....	
1 Baltimore.....	1	California.....	1	California.....	1	Coal.....	1	Inward cargo.....	.....	
1 Liverpool.....	1	St. Thomas.....	1	St. Thomas.....	1	Sundries.....	1	Ballast.....	.....	
6 Baltimore.....	6	Baltimore.....	6	Baltimore.....	3	Flour.....	3	Coffee, 11,562 bags.....	173,430 00		
					1	Flour and hams, 1,558 barrels.....	1	Coffee, 1,800 bags; Jacarandi wood, 138 logs.....	50,600 00		
					1	Flour.....	1	Coffee, 3,400 bags.....	51,000 00		
					1	Flour, 1,825 barrels; tea, &c.....	1	Coffee, 2,980 bags.....	44,700 00		
					1	Ballast.....	1	Coffee, 3,500 bags.....	52,300 00		
					1	Flour, 2,956 barrels.....	1	Coffee, 4,700 bags.....	70,300 00		
					1	Flour, 2,580 barrels; grease, 129 barrels.....	1	Coffee, 4,500 bags.....	67,500 00		
					1	Sundries.....	1	Coffee, 4,500 bags.....	67,300 00		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where for.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.		Value.
BRAZIL. RIO DE JANEIRO. <i>Robert G. Scott.</i> Quarter ending March 31, 1857—Continued.	1	Pernambuco.....	1	.....	1	Flour, 1,526 barrels.....	\$18,312 00	1	Coffee, 1,550 bags.....	\$23,250 00
	1	Richmond.....	1	.....	1	Flour, 1,439 bbls.; tea, 30 boxes	17,260 00	1	Coffee, 2,300 bags.....	34,300 00
	1	Buenos Ayres.....	1	.....	1	Flour, 2,600 barrels; nails, 250 barrels.....	43,200 00	1	Coffee, 6,000 bags.....	90,000 00
	2	Philadelphia.....	2	.....	2	Flour, &c., 3,979 bbls.....	52,000 00	2	Coffee, 8,500 bags.....	127,500 00
	2	Montevideo.....	2	New York.....	1	Sundries.....	15,000 00	1	Inward cargo.....	.....
	2	Richmond.....	2	do.....	2	Ballast.....	72,110 00	1	Coffee, 3,670 bags.....	55,050 00
	2	New York.....	2	do.....	1	Flour, 6,010 barrels.....	.....	2	Coffee, 5,966 bags; Jac. wood, 418 lbs.....	170,060 00
	1	Philadelphia.....	1	do.....	1	Flour, 1,828 barrels.....	21,936 00	1	Coffee, 3,500 bags.....	52,500 00
	1	Bahia.....	1	do.....	1	Gunpowder, &c.....	20,000 00	1	Coffee, 4,000 bags.....	60,000 00
	1	Baltimore.....	1	do.....	1	Flour, 3,034 barrels, and 132 half barrels.....	36,408 00	1	Coffee, 4,539 bags.....	68,085 00
	1	Rio Grande.....	1	do.....	1	Ballast.....	.....	1	Coffee, 2,795 bags.....	41,920 00
	6	New Orleans.....	6	New Orleans.....	1	Flour, 1,928 barrels, and 184 half barrels.....	23,136 00	1	Coffee, 515 bags; Jac. wood, 455 lbs.....	96,725 00
	3	Montevideo.....	3	do.....	1	Flour.....	30,000 00	1	Inward cargo.....	.....
	1	Lisbon.....	1	do.....	4	Flour, &c.....	197,512 00	4	Coffee, 29,750 bags.....	446,250 00
	1	Put in in distress.....	1	do.....	2	Flour.....	.....	2	Coffee, 11,300 bags.....	184,500 00
	1	Philadelphia.....	1	do.....	3	Ballast.....	.....	3	Coffee, 17,320 bags.....	259,800 00
	1	Liverpool.....	1	do.....	1	do.....	.....	1	Coffee, 4,200 bags.....	63,000 00
	1	Montevideo.....	1	United States.....	1	Inward cargo.....	.....	1	Original cargo.....	.....
	1	Boston.....	1	do.....	1	Ballast.....	6,000 00	1	Coffee, 5,045 bags.....	75,675 00
	1	Bahia.....	1	do.....	1	Coals, 500 tons.....	.....	1	Coffee, 7,500 bags.....	112,500 00
	1	Lisbon.....	1	do.....	1	Sundries.....	.....	1	Inward cargo.....	.....
	1	Buenos Ayres.....	1	do.....	1	Ice, 150 tons; apples, 400 bbls	12,000 00	1	Ballast.....	.....
	1	Put in in distress.....	1	do.....	1	Ballast.....	.....	1	do.....	.....
	1	Valparaiso.....	1	do.....	1	Sundries.....	12,200 00	1	Coffee, 3,000 bags.....	45,000 00
	1	Boston.....	1	Honolulu.....	1	do.....	.....	1	Ballast.....	.....
	1	Lisbon.....	1	Cape Town.....	1	Wine, oil, &c.....	10,600 00	1	Inward cargo.....	.....
					1			1	Ballast.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

BRAZIL.

489

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
BRAZIL. RIO DE JANEIRO. <i>Robert G. Scott.</i> Quarter ending March 31, 1857.—Continued.	1	Baltimore.....	1	California.....	1	Pitch, &c., 950 barrels.....	\$ 9,000 00	1	Coffee, 8,000 bags.....	\$120,000 00	
	1	Put in in distress.....	1	In port.....	1	Ballast.....	.....	1	In port.....	.....
	80	.....	80	.....	80	.....	1,245,246 00	80	.....	3,824,080 00
Quarter ending June 30.	6	New York.....	20	New York.....	4	Flour and sundries.....	167,000 00	20	Coffee.....	1,410,054 00	
	6	Baltimore.....	10	Baltimore.....	6	do.....	192,949 00	10	do.....	631,992 00	
	6	Richmond.....	9	Philadelphia.....	6	do.....	329,240 00	9	do.....	430,352 00	
	5	Philadelphia.....	6	New Orleans.....	5	do.....	166,640 00	6	do.....	440,800 00	
	4	Boston.....	2	California.....	2	do.....	21,000 00	2	Not given.....	.....
	4	New Orleans.....	4	Richmond.....	4	do.....	132,320 00	1	Coffee.....	81,216 00	
	1	Pensacola.....	1	Savannah.....	1	do.....	15,000 00	1	do.....	65,600 00	
	1	Wilmington.....	.....	.....	1	do.....	21,000 00	.....	.....	.....
	1	Frankfort on-the-Maine.....	.....	.....	1	do.....	30,000 00	.....	.....	.....
	15	In port.....	.....	.....	4	Not given.....	.....	.....	.....	.....
	.....	.....	.....	.....	15	In port.....	.....	.....	.....	.....
	49	.....	49	.....	49	.....	975,149 00	49	.....	3,060,014 00
	Quarter ending Sept. 30.	11	New York.....	18	New York.....	11	Flour and sundries.....	291,594 00	17	Coffee, sugar, &c.....	1,119,595 00
		9	Baltimore.....	11	Baltimore.....	8	do.....	275,476 00	11	Coffee, 40,689 bags.....	610,335 00
		6	Philadelphia.....	9	Philadelphia.....	6	do.....	180,380 00	9	Coffee, 35,359 bags, &c.....	540,385 00
4		New Orleans.....	6	New Orleans.....	4	do.....	162,742 00	2	Coffee, 900 bags.....	135,000 00	
4		Charleston.....	2	United States.....	4	Lumber and rice.....	44,000 00	2	Coffee, 11,000 bags.....	165,000 00	
5		Richmond.....	1	Hampton Roads.....	5	Flour and sundries.....	190,840 00	1	Coffee, 5,000 bags.....	75,000 00	
2		Boston.....	1	Boston.....	1	Ice and sundries.....	15,000 00	1	Coffee, 2,886 bags, &c.....	45,075 00	
2		Pensacola.....	1	California.....	2	Lumber.....	24,500 00	.....	.....	.....
2		Wilmington.....	1	Whaling.....	2	do.....	16,000 00	.....	.....	.....
2		Bangor.....	3	Foreign ports.....	2	Lumber and sundries.....	20,000 00	1	Sold.....	.....
.....		

Entered: 8 ships, 20 barques, 4
brigs, 1 steamer; 15 in port, and
1 not accounted for in consular
returns.
Cleared: 7 ships, 20 barques, 6
brigs, 2 schooners, and 4 not ac-
counted for in consular returns.
Aggregate tonnage entered: 15,480
tons.

Entered: 40 barques, 15 brigs, 13
ships, 3 schooners.
Cleared: 32 barques, 12 ships, 10
brigs; 17 not accounted for.
Aggregate tonnage entered: 25,677
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CLEARED.			INWARD.			CARGOES.			CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	No. of Vessels.	Entered.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.		
BRAZIL. RIO DE JANEIRO. <i>Robert C. Scott.</i> Quarter ending Sept. 30, 1857.—Continued.	1	Jacksonville.	1	Sold	1	Sundries	Not stated	\$8,000 00	27	Not stated .....	.....	.....
	23	Foreign ports....	17	In port	25	Not stated .....	.....	.....	.....	.....	.....	.....
	71	.....	71	.....	71	.....	.....	1,237,532 00	71	.....	52,690,390 00	.....
	
PERANABUCO. <i>Alexander H. Clements.</i> From Nov. 23 to Dec. 31, 1856.	1	Philadelphia....	1	Philadelphia....	1	Flour, 1,803 barrels.....	.....	22,435 00	1	Brown sugar, 3,850 barrels...	.....	30,302 00
	1	St. John's.....	1	.....do.....	1	Codfish, 2,480 drums.....	.....	13,000 00	1	Brown sugar, 2,600 barrels...	.....	20,597 00
	1	Grangemouth ...	1	Paraiiba	1	Railroad iron, 402 tons ..	.....	12,950 00	1	Ballast .....	.....	.....
	3	Richmond.....	1	Bahia	1	Flour, &c., 3,600 barrels.....	.....	30,941 00	1	Flour, 1,800 barrels .....	.....	15,470 50
	.....	.....	1	Boston	1	Flour, &c., 2,000 barrels.....	.....	16,400 00	1	Sugar, 4,000 sacks .....	.....	33,300 00
	.....	.....	1	Rio de Janeiro...	1	Flour, &c., 1,576 barrels.....	.....	13,455 00	1	Flour, 1,576 barrels.....	.....	13,455 00
	2	Baltimore	1	.....do.....	1	Flour, 1,895 barrels .....	.....	15,000 00	1	Ballast .....	.....	.....
	1	St. John's.....	1	Baltimore	1	Codfish and flour.....	.....	9,400 00	1	Sugars, 3,000 sacks .....	.....	25,009 00
	1	St. Michael's...	1	.....do.....	1	Codfish, 2,256 drums.....	.....	10,000 00	1	Brown sugar, 2,500 sacks...	.....	20,850 00
	1	Fair Haven	1	Whaling voyage...	1	Whaling .....	.....	.....	1	Whaling.....	.....	.....
	1	New York	1	Whaling	1	.....do.....	.....	.....	1	.....do.....	.....	.....
	1	Samatra	1	Rio de la Plata ..	1	Flour, 2,040 barrels .....	.....	16,320 00	1	Flour, 940 barrels .....	.....	7,520 00
	3	Philadelphia....	2	New York	1	Pepper .....	.....	.....	1	Pepper .....	.....	.....
	.....	.....	1	Philadelphia....	2	Flour, &c., 3,599 barrels.....	.....	56,945 00	2	Sugars, 8,500 sacks .....	.....	70,733 00
	1	do....	1	Rio de Janeiro...	1	Flour, &c., 1,205 barrels ..	.....	13,528 00	1	Flour, &c., 1,205 barrels.....	.....	13,528 00
	17	.....	17	In port	1	Flour, 1,865 barrels.....	.....	14,900 00	1	In port .....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	244,574 00	17	.....	.....	250,655 50
Quarter ending Mar. 31, 1857.	1	In port at com- mencement of quarter.....	1	Philadelphia....	1	In port at commencement of quarter.....	.....	.....	1	Sugar, 2,872 sacks .....	.....	23,500 00
	2	Philadelphia....	2	.....do.....	2	Flour, 2,780 barrels .....	.....	28,070 00	2	Sugar, 6,040 sacks.....	.....	53,002 00
	1	Rio de Janeiro...	1	New Orleans....	1	Coffee .....	.....	Unknown ...	1	Coffee .....	.....	Unknown
	1	Bahia	1	New York	1	Sugar, 500 bags.....	.....	.....do.....	1	Not reported .....	.....	.....do.....
Aggregate tonnage entered: 2,305 tons.													

Quarter ending Mar.
31, 1857.

Entered: 1 ship, 1 barque, 4 brigs,
3 schooners; 1 in port.
Cleared: 1 ship, 1 barque, 4 brigs,
3 schooners; 1 in port
Aggregate tonnage entered: 2,305
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

BRAZIL.

491

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.
	ENTERED.		CLEARED.		INWARD.		OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	No. of Vessels.	Description.	
BRAZIL. PERNAMBUCO. <i>Alexander H. Clements.</i> Quarter ending March 31, 1887—Continued.	1	Doston	1	Boston	1	Flour, 300 barrels; codfish, 200 drums.....	1	Sugar, 3,200 sacks	\$28,381 00
	1	Baltimore.....	1	Baltimore	1	Flour, 732 barrels, and dry- goods	1	Sugar, 1,600 sacks, and hides.	14,390 00
	1	St. John's.....	1	West Indies.....	1	Codfish, 2,413 drums.	1	Ballast.....	.....
	1	New York.....	1	New York.....	1	Flour, 1,500 barrels.....	1	Sugar, 3,100 sacks	22,500 10
	1	Buenos Ayres....	1	In port.....	1	Flour, 799 barrels	1	In port .....	.....
	10	.....	10	.....	10	.....	10	.....	141,773 00
	4	Baltimore.....	1	Valparaiso.....	12	Flour, &c.....	9	Sugar	339,576 00
	1	Buenos Ayres....	2	Rio de Janeiro....	.....	.....	.....	.....	.....
	3	Whaling.....	3	Baltimore.....	.....	.....	3	Flour	14,936 00
	1	London.....	2	New Bedford....	3	Whale oil, railway iron.....	3	Whale oil .....	.....
Quarter ending June 30.	3	Philadelphia....	4	England.....	.....	.....	.....	.....	.....
	1	New Orleans....	3	Philadelphia....	1	.....	1	In port .....	.....
	3	Richmond.....	1	Warren, R. I.....	.....	.....	.....	.....	.....
	16	.....	16	.....	16	.....	16	.....	351,532 00
	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
	1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
	1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
	1	Annobon.....	1	.....	9	.....	9	.....	220,866 21
Quarter ending Sept. 30.	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
	1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
	1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
	1	Annobon.....	1	.....	9	.....	9	.....	220,866 21
	9	.....	9	.....	9	.....	9	.....	.....
	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
1	Annobon.....	1	.....	9	.....	9	.....	220,866 21	
Quarter ending Dec. 31.	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
	1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
	1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
	1	Annobon.....	1	.....	9	.....	9	.....	220,866 21
	9	.....	9	.....	9	.....	9	.....	.....
	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
1	Annobon.....	1	.....	9	.....	9	.....	220,866 21	
Quarter ending March 31, 1887—Continued.	1	Doston	1	Boston	1	Flour, 300 barrels; codfish, 200 drums.....	1	Sugar, 3,200 sacks	\$28,381 00
	1	Baltimore.....	1	Baltimore	1	Flour, 732 barrels, and dry- goods	1	Sugar, 1,600 sacks, and hides.	14,390 00
	1	St. John's.....	1	West Indies.....	1	Codfish, 2,413 drums.	1	Ballast.....	.....
	1	New York.....	1	New York.....	1	Flour, 1,500 barrels.....	1	Sugar, 3,100 sacks	22,500 10
	1	Buenos Ayres....	1	In port.....	1	Flour, 799 barrels	1	In port .....	.....
	10	.....	10	.....	10	.....	10	.....	141,773 00
	4	Baltimore.....	1	Valparaiso.....	12	Flour, &c.....	9	Sugar	339,576 00
	1	Buenos Ayres....	2	Rio de Janeiro....	.....	.....	.....	.....	.....
	3	Whaling.....	3	Baltimore.....	.....	.....	3	Flour	14,936 00
	1	London.....	2	New Bedford....	3	Whale oil, railway iron.....	3	Whale oil .....	.....
Quarter ending June 30.	3	Philadelphia....	4	England.....	.....	.....	.....	.....	.....
	1	New Orleans....	3	Philadelphia....	1	.....	1	In port .....	.....
	3	Richmond.....	1	Warren, R. I.....	.....	.....	.....	.....	.....
	16	.....	16	.....	16	.....	16	.....	351,532 00
	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
	1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
	1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
	1	Annobon.....	1	.....	9	.....	9	.....	220,866 21
Quarter ending Sept. 30.	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
	1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
	1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
	1	Annobon.....	1	.....	9	.....	9	.....	220,866 21
	9	.....	9	.....	9	.....	9	.....	.....
	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
1	Annobon.....	1	.....	9	.....	9	.....	220,866 21	
Quarter ending Dec. 31.	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
	1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
	1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
	1	Annobon.....	1	.....	9	.....	9	.....	220,866 21
	9	.....	9	.....	9	.....	9	.....	.....
	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
1	Annobon.....	1	.....	9	.....	9	.....	220,866 21	
Quarter ending March 31, 1887—Continued.	1	Doston	1	Boston	1	Flour, 300 barrels; codfish, 200 drums.....	1	Sugar, 3,200 sacks	\$28,381 00
	1	Baltimore.....	1	Baltimore	1	Flour, 732 barrels, and dry- goods	1	Sugar, 1,600 sacks, and hides.	14,390 00
	1	St. John's.....	1	West Indies.....	1	Codfish, 2,413 drums.	1	Ballast.....	.....
	1	New York.....	1	New York.....	1	Flour, 1,500 barrels.....	1	Sugar, 3,100 sacks	22,500 10
	1	Buenos Ayres....	1	In port.....	1	Flour, 799 barrels	1	In port .....	.....
	10	.....	10	.....	10	.....	10	.....	141,773 00
	4	Baltimore.....	1	Valparaiso.....	12	Flour, &c.....	9	Sugar	339,576 00
	1	Buenos Ayres....	2	Rio de Janeiro....	.....	.....	.....	.....	.....
	3	Whaling.....	3	Baltimore.....	.....	.....	3	Flour	14,936 00
	1	London.....	2	New Bedford....	3	Whale oil, railway iron.....	3	Whale oil .....	.....
Quarter ending June 30.	3	Philadelphia....	4	England.....	.....	.....	.....	.....	.....
	1	New Orleans....	3	Philadelphia....	1	.....	1	In port .....	.....
	3	Richmond.....	1	Warren, R. I.....	.....	.....	.....	.....	.....
	16	.....	16	.....	16	.....	16	.....	351,532 00
	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
	1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
	1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
	1	Annobon.....	1	.....	9	.....	9	.....	220,866 21
Quarter ending Sept. 30.	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
	1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
	1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
	1	Annobon.....	1	.....	9	.....	9	.....	220,866 21
	9	.....	9	.....	9	.....	9	.....	.....
	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
1	Annobon.....	1	.....	9	.....	9	.....	220,866 21	
Quarter ending Dec. 31.	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
	1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
	1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
	1	Annobon.....	1	.....	9	.....	9	.....	220,866 21
	9	.....	9	.....	9	.....	9	.....	.....
	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
1	Annobon.....	1	.....	9	.....	9	.....	220,866 21	
Quarter ending March 31, 1887—Continued.	1	Doston	1	Boston	1	Flour, 300 barrels; codfish, 200 drums.....	1	Sugar, 3,200 sacks	\$28,381 00
	1	Baltimore.....	1	Baltimore	1	Flour, 732 barrels, and dry- goods	1	Sugar, 1,600 sacks, and hides.	14,390 00
	1	St. John's.....	1	West Indies.....	1	Codfish, 2,413 drums.	1	Ballast.....	.....
	1	New York.....	1	New York.....	1	Flour, 1,500 barrels.....	1	Sugar, 3,100 sacks	22,500 10
	1	Buenos Ayres....	1	In port.....	1	Flour, 799 barrels	1	In port .....	.....
	10	.....	10	.....	10	.....	10	.....	141,773 00
	4	Baltimore.....	1	Valparaiso.....	12	Flour, &c.....	9	Sugar	339,576 00
	1	Buenos Ayres....	2	Rio de Janeiro....	.....	.....	.....	.....	.....
	3	Whaling.....	3	Baltimore.....	.....	.....	3	Flour	14,936 00
	1	London.....	2	New Bedford....	3	Whale oil, railway iron.....	3	Whale oil .....	.....
Quarter ending June 30.	3	Philadelphia....	4	England.....	.....	.....	.....	.....	.....
	1	New Orleans....	3	Philadelphia....	1	.....	1	In port .....	.....
	3	Richmond.....	1	Warren, R. I.....	.....	.....	.....	.....	.....
	16	.....	16	.....	16	.....	16	.....	351,532 00
	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
	1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
	1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
	1	Annobon.....	1	.....	9	.....	9	.....	220,866 21
Quarter ending Sept. 30.	4	Philadelphia....	5	Philadelphia....	5	Sundries and flour.....	5	Sugar and hides.....	220,806 21
	1	Baltimore.....	1	Montevideo....	1	Lumber.....	1	Lumber.....	.....
	1	Darien.....	1	.....	1	Ballast.....	1	.....	.....
	1	Rio de Janeiro..	1	.....	1	Coolies (176).....	1	Coolies (176).....	.....
	1	St. Helena.....	1	.....	1	Whale oil.....	1	.....	.....
	1	Annobon.....	1	.....	9	.....	9	.....	220,866 21
	9	.....	9	.....	9	.....	9	.....	.....
	4	Philadelphia....	5	Philadelphia....					

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.				
	No. of Vessels.	ENTERED. Where from.	No. of Vessels.	CLEARED.		No. of Vessels.	INWARD.		No. of Vessels.	OCTWARD. Description.	Value.	
				Where for.	Description.		Description.					Value.
BRAZIL. PARA. Quarter ending Dec, 31, 1856. Quarter ending March 31, 1857.	.....	No return.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	No return.
	2	In port at com- mencement of quarter.....	5	New York.....	2	In port at commencement of quarter.....	.....	.....	5	Rubber, hides, cocoa, &c.....	.....	Entered: 5 brigs, 1 schooner. In port at commencement of the quarter: 1 brig, 1 schooner. Cleared: 3 brigs, 2 schooners. In port at close of the quarter: 1 brig. Aggregate tonnage entered: 1,002 tons.
	3	New York.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2	Salem.....	2	Salem.....	2	Flour, domestics, &c.....	.....	.....	.....	.....	.....	.....
	1	New York.....	1	In port.....	1	.....do.....	.....	.....	2	Tapioca, hides, rubber, &c....	70,761	.....
	.....	.....	.....	.....	.....	.....	.....	.....	1	In port.....	.....	.....
	8	.....	8	.....	8	.....	.....	.....	.....	.....	.....	.....
	2	Salem.....	2	Salem.....	1	Flour, tea, &c.....	.....	.....	.....	.....	.....	.....
	5	New York.....	5	New York.....	1	Flour, domestics, &c.....	.....	.....	1	Hides.....	.....	.....

Quarter ending June 30.	1	Norfolk.....	1	New Haven.....	1	Flour, domestics, &c.....	.....	.....	1	Rubber, hides, nuts.....	.....	.....
	1	Boston.....	1	Salem.....	1	Flour, tea, &c.....	.....	.....	1	Rubber, hides, &c.....	.....	.....
	1	In port.....	1	New York.....	1	.....do.....	.....	.....	1	.....do.....	.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

BRAZIL

493

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of vessels.	Where from.	No. of vessels.	Where for.	Description	Value.	Description.	Value.		
BRAZIL. PARA. Quarter ending Sept. 30, 1857.	6	New York.....	1	New York.....	1	Flour and rosin.....	\$2,963 53	1	Rubber, hides, &c.....	Milreas. 39,717,080
			1	do.....	1	Flour, tea, &c.....	14,799 80	1	do.....	55,485,698
			1	do.....	1	Ballast.....	1	Rubber, nuts, &c.....	19,401,931
			1	do.....	1	Flour, tea, &c.....	20,402 16	1	do.....	90,568,401
			1	do.....	1	do.....	27,642 57	1	Still in port.....
			1	do.....	1	do.....	15,599 31	1	do.....
		New Haven.....	1	New Haven.....	1	do.....	15,280 47	1	Rubber, hides, &c.....	41,912,882
	2	Salem.....	1	Salem.....	1	do.....	16,019 02	1	Hides, nuts, &c.....	30,789,498
			1	do.....	1	do.....	9,240 81	1	do.....	47,980,852
	9		9		9		121,953 67	9		325,856,342
RIO GRANDE DO SUL. N. O. Cornwall. Quarter ending Dec. 31, 1856.									At 55 cts. per milrea, equal to.	\$179,220 80
	1	Salem.....	1	Salem.....	1	Flour, hard, &c.....	25,510 19	1	Hides, horns, &c.....	78,001 35
	1	New York.....	1	New York.....	1	do.....	14,786 42	1	do.....	45,303 09
	1	Richmond.....	1	Boston.....	1	do.....	27,614 62	1	do.....	78,324 25
	1	Baltimore.....	3	New York.....	1	do.....	27,058 66	3	do.....	177,485 76
	1	New York.....			1	do.....	21,754 99	1	
	1	Richmond.....	1		1	do.....	16,127 75		
	1	Boston.....	2	Rio de Janeiro.....	1	do.....	18,635 38	1	Ballast.....
	1	Philadelphia.....			1	do.....	30,829 35	1	do.....
	1	Montevideo.....	1	Baltimore.....	1	Ballast.....	1	Hides, horns, &c.....
Quarter ending March 31, 1857.	1	Baltimore.....	1	Condemned & sold.....	1	Flour, hard, &c.....
	10		10		10		182,317 36	10		379,114 45
	2	New York.....	2	New York.....	2	Flour, hard, &c.....	36,402 00	2	Hides, horns, &c.....	97,395 94
	1	Salem.....	1	Salem.....	1	do.....	14,391 00	1	do.....	42,432 90
	1	Lisbon.....	1	Falmouth.....	1	Wine and salt.....	35,000 00	1	do.....	39,750 00
	2	New York.....	3	New York.....	2	Flour, hard, &c.....	27,711 00	2	do.....	71,843 60
	1	Norfolk.....			1	do.....	19,380 00	1	Bone ash.....	2,325 00
	1	Baltimore.....	1	Baltimore.....	1	do.....	17,862 00	1	Hides, horns, &c.....	59,398 27
								</		

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

BRAZIL.

495

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.
BRAZIL. BAHIA. J. S. Gilmer. Quarter ending Dec. 31, 1856—Continued.	2	Boston	4	In port	2	Ice and apples, 355 tons.....	\$2,893 00	4	In port .....	.....
	1	New York .....	.....	.....	1	Flour, &c., 1,400 bbls.....	16,318 00	.....	.....	.....
	1	Charleston.....	.....	.....	1	Rice and naval stores	5,814 00	.....	.....	.....
	15	.....	15	.....	15	.....	148,987 00	15	.....	\$2'33, 450 00
	4	In port at com- mencement of quarter	4	Boston	4	In port at commencement of quarter .....	.....	1	Rosewood, 748 logs.....	5,474 00
	1	.....	1	Pernambuco.....	.....	.....	.....	1	Sugar, 500 bags.....	4,663 00
	1	.....	1	Rio de Janeiro.....	.....	.....	.....	1	Ballast .....	.....
	1	.....	1	Charleston.....	.....	.....	.....	1	Sugar and coffee, 1,851 bags..	20,287 00
	2	New York	2	New York	2	Flour, 2,908 barrels.....	48,375 00	2	Sugar, 431 cases; rosewood, 746 logs.....	46,893 00
	1	St. John's.....	1	Baltimore	1	Codfish, 2,500 drums.....	.....	1	Sugar, 3,165 bags.....	29,761 00
Quarter ending March 31, 1857.	1	Baltimore.....	1	.....do.....	1	Flour, &c., 1,960 barrels.....	16,279 00	1	Sugar, 256 cases	26,800 00
	1	Boston.....	1	Boston	1	Flour, &c., 500 barrels	13,950 00	1	Sugar and wood, 2,203 bags..	28,532 00
	1	Richmond.....	1	Rio de Janeiro ..	1	Flour, &c., 1,800 barrels.....	15,785 00	1	Ballast .....	.....
	1	Rio de Janeiro ..	1	Norfolk	1	.....	.....	1	.....	.....
	11	.....	11	.....	11	.....	94,419 00	11	.....	162,500 00
	1	Honolulu	1	New London	1	Oil, 850 barrels.....	.....	1	Inward cargo.....	.....
	1	Swansea	1	Moulmain	1	Coal, 464 tons .....	.....	1	Ballast .....	.....
	1	New York	1	New York.....	1	Flour, &c., 1,374 barrels	16,300 00	1	Sugar, 2,600 bags.....	25,205 00
	2	Richmond..	1	Rio de Janeiro ..	1	Flour and rosin, 2,488 barrels.	.....	1	Inward cargo.....	.....
	2	New Orleans	1	.....do.....	1	Flour, 4,200 barrels.....	14,500 00	1	Part inward cargo.....	.....
Quarter ending June 30.	1	Baltimore	1	.....do.....	1	Flour, 2,846 barrels.....	9,000 00	1	.....do.....	.....
	1	Baltimore	1	.....do.....	1	Flour, &c., 3,000 barrels.....	.....	1	Inward cargo.....	.....
	1	Boston	1	.....do.....	1	Flour, &c., 2,369 barrels.....	15,000 00	1	Part inward cargo.....	.....
	2	Rio de Janeiro...	1	Boston	1	Ice, &c., 100 tons.....	4,200 00	1	Hides and rosewood, &c	29,769 00
	1	.....	1	British Channel..	1	Ballast .....	.....	1	Guano .....	.....
	11	.....	1	Pernambuco.....	1	.....do.....	.....	1	Ballast.....	.....
54,974 00										

63 *

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.						CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.					
	No. of Vessels.	Where from		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.		
BRAZIL. MARANHAM. <i>Alexander Thompson.</i> Quarter ending June 30, 1857—Continued.	3	New York.....	1	Para.....	1	Flour, 400 barrels; cotton gins; agricultural imple- ments; chairs, 11 dozen; desks, 4; spars, 10; domes- tics, 28 packages; pepper, 20 bags; cassia, 6 cases; pilot duck, 6 bales, &c.....		1	Hides, 2,775; cocoa, 9 bags...	\$15,886 00	
			1	do.....	1	Flour, 300 barrels.....	\$8,535 00	1			
			1	do.....	1	Flour, 650 barrels; domestics, 31 packages; chairs, 33 dozen; rosin, 50 barrels; cotton gins, 14; paper, 800 reams; palm leaf hats, 16 cases; clocks; 16 boxes candles; 40 casca agricul- tural implements; gunpow- der, 300 kegs; tobacco, tur- pentine, hardware, crackers; ratons, 10 bales; matting, 20 pieces; tea, pepper, &c..		1	Hides, 1,175; balsam, 6 bar- rels; old copper.....	7,075 00	
	1	Salem.....	1	Para.....	1	Flour, 330 barrels.....	19,638 00 2,674 00	1	Hides, 2,135.....	11,459 00	
	5	.....	5	do.....	5	.....	49,977 00	5	.....	69,938 00
Quarter ending Sept. 30.		No return.....		.....		.....			.....	No return.
PERU. CALLAO. <i>Wm. Miles.</i> Quarter ending Dec. 31, 1856.	14	London.....	27	Cork, (for orders.)	51	Ballast.....		66	GuanO.....	1,06,400 00	
	2	Caldern.....			2	Ice and merchandise.....	135,000 00	3	Oil.....		
	9	San Francisco....	23	Hampton Roads..							
	1	San Juan del Sur ..									
Entered: 65 ships, 2 barques, 3 schooners. Cleared: 66 ships, 2 barques, 3 schooners.											

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		No. of Vessels.	CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Where for.	Description.	Value.	Description.		Value.	
PERU. CALLAO. William Miles. Quarter ending Dec. 31, 1856—Continued.											Aggregate tonnage entered : 72,440 tons.
	2	Boston.....	13	Havre.....	2	Flag stone.....	\$22,500 00	1	Ballast.....		
	1	Charleston.....									
	7	Liverpool.....	2	Nantes.....	1	Quicksilver and ballast.....	37,000 00				
	1	Rotterdam.....									
	10	Valparaiso.....	3	Whaling cruise..				1	Repairing.....		
	2	Havre.....			2	Lumber.....	28,500 00				
	1	Cardiff.....	1	Tumbez.....							
	1	Baltimore.....									
	1	Coquimbo.....	1	Manila.....	6	Assorted cargoes.....	137,500 00				
	1	Tumbez.....			1	Coal.....	20,000 00				
	1	Humboldt Bay..	1	Repairing.....							
	1	Panama.....			1	Patent fuel.....	18,000 00				
	4	Melbourne.....									
	3	Gibraltar.....									
	2	Buenos Ayres...									
	2	Whaling cruise..			1	Ballast lumber.....	4,000 00				
	1	Liberia.....			3	Whaling cruise, (oil).....	1,800 00				
	1	Sydney.....									
	1	Arica.....			1	Guano.....					
	1	In distress.....	1	Repairing.....							
1	Corfu.....										
71		71		71		404,300 00	71		\$1,106,400 00		
Quarter ending March 31, 1857.											
	7	San Francisco ...	7	England.....	7	Ballast.....		7	Guano.....	11,100 tons.....	
	4	Valparaiso.....	4	do.....	2	do.....		4	do.....	2,600	
			2	do.....	2	General.....	51,750 00		do.....		
			2	do.....	2	Ballast.....		2	do.....	3,900	
	2	Rio de Janeiro...	1	do.....	1	do.....		1	do.....	800	
	1	Montevideo.....	1	do.....	1	do.....		1	do.....	1,600	
	1	Coquimbo.....	1	do.....	1	do.....		1	do.....	1,650	
	1	Corfu.....	1	do.....	1	do.....		1	do.....	2,000	
	1	London.....	1	do.....	1	do.....		1	do.....		
	Entered : 44 ships, 1 whale ship. Cleared : 44 ships, 1 whale ship. Aggregate tonnage entered : 43,766 tons ; tonnage of whale ship not given.										

Entered : 44 ships, 1 whale ship.
Cleared : 44 ships, 1 whale ship.
Aggregate tonnage entered : 43,766
tons ; tonnage of whale ship not
given.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

PERU.

499

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
PERU. CALLAO. William Miles. Quarter ending March 31, 1887—Continued.	1	Gibraltar	1	England	1	Ballast . . . . .	.....	1	Guano 1,100 tons	\$13,300 00
	1	Antwerp	1	do	1	do . . . . .	.....	1	do 1,900	22,800 00
	1	Sydney	1	do	1	do . . . . .	.....	1	do 1,700	20,400 00
	1	Liverpool	1	do	1	do . . . . .	.....	1	do 1,320	15,000 00
	1	Acapulco	1	do	1	do . . . . .	.....	1	do 1,300	15,600 00
	4	San Francisco	4	France	4	do . . . . .	.....	4	do 5,900	70,800 00
	2	Melbourne	2	do	2	do . . . . .	.....	2	do 3,300	39,600 00
	2	Sydney	2	do	2	do . . . . .	.....	2	do 1,650	19,800 00
	1	Callao	1	do	1	do . . . . .	.....	1	do 850	10,200 00
	1	Acapulco	1	do	1	do . . . . .	.....	1	do 950	11,400 00
	1	Iquique	1	do	1	Lumber and general cargo, 750 tons	\$18,500 00	1	do 900	10,800 00
	1	Boston	1	do	1	General cargo, 950 tons	34,000 00	1	do 1,150	13,800 00
	1	Valparaiso	1	do	1	General cargo, 200 tons	16,500 00	1	do 1,450	17,400 00
	3	Acapulco	3	United States	3	Ballast . . . . .	.....	3	do 5,750	69,000 00
	2	San Francisco	2	do	2	do . . . . .	.....	2	do 2,100	25,200 00
	1	Rio de Janeiro	1	do	1	do . . . . .	.....	1	do 1,600	19,200 00
	1	Islay	1	do	1	General, 200 tons	42,700 00	1	do 750	9,000 00
	1	Boston	1	do	1	General, 1,500 tons	46,000 00	1	do 1,600	19,200 00
	1	Cardiff	1	San Francisco	1	Coals . . . . .	.....	1	do 1,100	13,200 00
	1	Whaling	1	Whaling	1	Touched for supplies . . . . .	.....	1	Touched for supplies . . . . .	.....
	45	.....	45	.....	45	.....	209,450 00	45	.....	746,400 00
Quarter ending June 30.	6	Melbourne	2	France	1	Ballast . . . . .	.....	1	Guano 550 tons	6,600 00
	4	.....	4	United States	1	do . . . . .	.....	1	do 1,950	15,000 00
	1	.....	1	do	1	do . . . . .	.....	1	do 1,850	22,200 00
	1	.....	1	do	1	do . . . . .	.....	1	do 2,150	25,800 00
	1	.....	1	do	1	do . . . . .	.....	1	do 1,500	18,000 00
	1	.....	1	do	1	do . . . . .	.....	1	do 1,000	12,000 00
	2	Boston	1	United States	1	Lee and general cargo	46,500 00	1	do 900	10,800 00
1	France	1	France	1	Ballast . . . . .	.....	1	do 750	9,000 00	
1	Sydney	1	England	1	do . . . . .	.....	1	do 2,400	28,800 00	

Entered: 42 ships, 2 barques.
Cleared: 40 ships, 1 barque; 2
ships and 1 barque in port.
Aggregate tonnage entered: 46,636
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	No. of Vessels.	Where from.	Cleared. Where for.	INWARD.		OUTWARD.				
				No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
PERU. CALLAO. William M. Les. Quarter ending June 30, 1857—Continued.	2	Sydney.....	1	England.....	1	Ballast.....	.....	1	Guano..... 1,900 tons.....	\$32,800 00
	3	Rio de Janeiro...	1	France.....	1	...do.....	.....	1	...do..... 650	7,800 00
			1	United States....	1	...do.....	.....	1	...do..... 1,700	20,400 00
			1	California.....	1	French wines.....	.....	1	Inward cargo.....	.....
	3	Liverpool.....	1	England.....	1	Ballast.....	.....	1	Guano..... 670 tons.....	8,040 00
	12	San Francisco...	3	England.....	3	Coal and gas pipes.....	.....	3	...do..... 3,500 tons.....	42,000 00
			4	England.....	1	Ballast.....	.....	1	...do..... 1,900	14,400 00
					1	...do.....	.....	1	...do..... 1,300	15,600 00
					1	...do.....	.....	1	...do..... 4,200	50,400 00
					1	...do.....	.....	1	...do..... 2,150	25,800 00
			3	France.....	1	...do.....	.....	1	...do..... 1,100	13,200 00
					1	...do.....	.....	1	...do..... 1,400	16,800 00
					1	...do.....	.....	1	...do..... 1,850	22,200 00
			4	United States....	1	...do.....	.....	1	...do..... 1,300	15,600 00
					1	...do.....	.....	1	...do..... 1,850	22,200 00
					1	...do.....	.....	1	...do..... 1,367	16,404 00
					1	...do.....	.....	1	...do..... 1,770	21,240 00
					1	In port.....	.....	1	In port.....	.....
	1	San Juan.....	1	England.....	1	...do.....	.....	1	Guano..... 800 tons.....	9,600 00
	3	Caldera.....	3	England.....	3	...do.....	.....	3	...do..... 4,500	54,000 00
	1	Montevideo.....	1	France.....	1	...do.....	.....	1	...do..... 650	7,800 00
	1	Gibraltar.....	1	...do.....	1	...do.....	.....	1	...do..... 1,750	21,000 00
	1	Buenos Ayres....	1	...do.....	1	...do.....	.....	1	...do..... 600	7,200 00
	1	Coquimbo.....	1	England.....	1	...do.....	.....	1	...do..... 1,100	13,200 00
	1	Panama.....	1	France.....	1	...do.....	.....	1	...do..... 850	10,200 00
	3	Valparaiso.....	2	United States....	1	...do.....	.....	1	...do..... 1,450	17,400 00
					1	General cargo.....	50,000 00	1	...do..... 1,150	13,800 00
					1	Ballast.....	.....	1	In port.....	.....
	1	Australia.....	1	Mexico.....	1	...do.....	.....	1	Guano..... 1,450 tons.....	17,400 00
	1	Guayaquil.....	1	United States....	1	...do.....	.....	1	Guano..... 1,250	15,000 00
	1	Chincha.....	1	France.....	1	...do.....	.....	1	In port.....	.....
					1	England.....	.....	1	In port.....	.....
	44	.....	44	.....	.....	457,000 00	.....	44	Total tons of guano, 55,837...	709,684 00

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURN.	VESSELS.			CARGUES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
PERU. CALLAO. William Miles. Quarter ending Sept. 30, 1857.	3	Boston	3	West Indies ...	38	Ballast	44	Guano	\$643,000 00	Entered: 44 ships, 4 barques; 1 brig.
	3	Liverpool	24	Coves	3	Assorted cargoes	1	Assorted cargo	150,000 00	Cleared: 44 ships, 4 barques; 1 sold.
	7	Valparaiso	13	Hampton Roads ..	1	Furniture	1	Sold for \$5,500	Aggregate tonnage entered: 44,111 tons.
	11	San Francisco ..	5	France	1	Flag flat stone	1	Ballast	
	1	Buenos Ayres ..	1	Sold	2	Lumber	2	Cruising	43,000 00	
	2	Panama	2	Cruising	1	Wheat	
	1	Triste	1	Tahiti	2	Cruising	
	7	Melbourne	1	Gunny bags and ballast	
	1	Islay	
	3	New York	
	1	Puget Sound	
	1	France	
	1	Caldera	
	1	Talcahuana	
	2	Couquimbo	
	2	Sydney	
	1	Arica	
	1	Payta	
	49	49	49	836,000 00	
CHILE. VALPARAISO. G. B. Merwin. Quarter ending Dec. 31, 1856.	6	In port at com- mencement of quarter	6	General, 3,710 tons	1	Flour	20,000 00	Entered: 11 ships, 5 barques, 1 schooner: 6 in port.
	5	Boston	8	Callao	2	Lumber	1	General	10,000 00	Cleared: 12 ships, 9 barques, 2 schooners.
	4	New York	3	Couquimbo	1	Lumber and tallow	1	Copper ores, (same as inward).	200,000 00	Aggregate tonnage entered: 11,500 tons.
	3	San Francisco ..	1	Boston	1	Ice and lumber	1	Barley	8,000 00	
	1	Melbourne	1	Arica	1	Tallow	1	Guano, (same as inward)	Unknown ..	
	1	Au-train	1	Havre	1	Guano, (none landed)	1	Whaling	

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.			
	ENTERED.		Where from.	CLEARED.		INWARD.			OUTWARD.		
	No. of Vessels.			No. of Vessels.	Where for.	Description.	Value.				
CHILI. VALPARAISO. G. B. Merwin. Quarter ending Dec. 31, 1856—Continued.	1		Chinchas.....	1	Rio Janeiro.....	Copper ores.....	17	Ballast.....	Entered: 10 ships, 8 barques, 1 brig. Cleared: 10 ships, 8 barques; 1 brig; 4 in port. Aggregate tonnage entered: 8,163 tons.
	1		The coast.....	1	Whaling.....	Whaling cruise.....	.....	1	.....do.....	.....
	1		A cruise.....	2	The coast.....	Ballast.....	.....	3	.....	.....
	1		Guayaquil.....	1	Guayaquil.....	.....	.....	1	.....	.....
	1		Cobija.....	1	Cobija.....	.....	.....	1	.....	.....
	1		Caldera.....	1	Caldera.....	.....	.....	1	.....	.....
	23		.....	23	.....	.....	.....	23	.....	\$238,000 00
	1		Rio Janeiro.....	1	Callao.....	Assorted cargo.....	70,000 00	1	Ballast.....	.....
	5		Boston.....	1	Caldera.....	.....do.....	90,000 00	1	.....do.....	.....
	3		New York.....	1	Coquimbo.....	.....do.....	100,000 00	1	Copper ore, wool, &c.....	128,000 00
Quarter ending Mar. 31, 1857.	1		Rio Janeiro.....	1do.....do.....	60,000 00	1do.....	50,000 00	Entered: 10 ships, 8 barques, 1 brig. Cleared: 10 ships, 8 barques; 1 brig; 4 in port. Aggregate tonnage entered: 8,163 tons.
	1		Callao.....	1	Callao.....	Ballast.....	.....	1	Ballast.....	.....
	5		Boston.....	1	In port.....	Assorted cargo.....	80,000 00	1	In port.....	.....
	3		New York.....	1	Callao.....	.....do.....	50,000 00	1	Part inward cargo.....	.....
	1		Bangor.....	1	.....do.....	.....do.....	70,000 00	1	Ballast.....	.....
	1		San Francisco.....	1	.....do.....	.....do.....	90,000 00	1	.....do.....	.....
	2		Baltimore.....	1	.....do.....	.....do.....	12,000 00	1	.....do.....	.....
	2		Whaling.....	1	Callao.....	Lumber.....	1,800 00	1	Produce.....	6,000 00	
	1		Iquique.....	1	Juan Fernandez.....	.....do.....	55,000 00	1	Ballast.....	.....
	1		Liverpool.....	1	Callao.....	Assorted cargo.....	80,000 00	1	.....do.....	.....
	1		Chuncha Islands.....	1	Arica.....	.....do.....	4,000 00	1	Inward cargo.....	.....
	1		London.....	1	Cruising.....	Oil.....	.....	1	Ballast.....	.....
	19		.....	1	.....do.....	Ballast.....	.....	1	In port.....	.....
	1		.....	1	In port.....	Coal.....	4,000 00	1	Inward.....	.....
	1		.....	1	Caldera.....	Guano, 400 tons.....	12,000 00	1	In port.....	.....
	1		.....	1	In port.....	Coal.....	3,500 00	1	.....do.....	.....
	19		.....	19	.....	.....	782,300 00	19	.....	184,000 00

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

CHILL.

503

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
CHILL. VALPARAISO. G. B. Merwin. Quarter ending June 30, 1857.	4	New York.....	1	Caldera.....	1	Assorted cargo.....	\$90,000 00	1	Copper, hides, &c.....	\$50,000 00	Entered: 12 ships, 2 barques, 1 brig. Cleared: 9 ships, 2 barques; 4 in port. Aggregate tonnage entered: 10,337 tons.
			1	Callao.....	1	....do.....	70,000 00	1	Ballast.....	.....
			1	Cork.....	1	Machinery.....	140,000 00	1	Guano, 1,000 tons.....	30,000 00	
			1	Callao.....	1	Assorted cargo.....	160,000 00	1	Part inward.....	75,000 00	
	1	Cardiff.....	1	Caldera.....	1	Coal.....	3,000 00	1	Inward cargo.....	3,000 00	
	1	Liverpool.....	1	Coquimbo.....	1	....do.....	3,600 00	1	....do.....	3,600 00
	3	Chincha Islands..	1	San Francisco..	1	Guano, 300 tons.....	9,000 00	1	Produce.....	25,000 00	
			1	New York.....	1	Guano, 600 tons.....	18,000 00	1	Inward cargo.....	18,000 00	
			1	In port.....	1	Guano, 700 tons.....	21,000 00	1	In port.....	.....
	1	Altala.....	1	Callao.....	1	Brazil wood.....	15,000 00	1	Ballast.....	.....
	1	Batavia.....	1	Caldera.....	1	Rice and rope.....	60,000 00	1	.....	.....
	1	Glasgow.....	1	Callao.....	1	Assorted cargo.....	65,000 00	1	Ballast.....	.....
	1	Anapola.....	1	In port.....	1	Brazil wood.....	9,000 00	1	In port.....	.....
	1	Baltimore.....	1	....do.....	1	Assorted cargo.....	70,000 00	1	....do.....	.....
	1	Pernambuco.....	1	....do.....	1	Sugar, &c.....	50,000 00	1	....do.....	.....
	15	.....	15	.....	.....	783,600 00	15	.....	204,600 00	No return.
	No return.....	.....	.....	.....	.....	.....	.....	.....	.....
			
Quarter ending Sept. 30.											Entered: 7 ships, 5 barques. Cleared: 7 ships, 5 barques. Aggregate tonnage entered: 3,518 tons.
	12	Cruising.....	12	Cruising.....	6	Sperm oil, 4,600 barrels.....	\$230,000 00	6	Same as inward.....	\$230,000 00	
					1	Whale oil, 600 barrels.....	12,000 00	1	....do.....	12,000 00
					4	Whale oil, 1,035 bbls.; sperm oil, 2,390 bbls.....	158,900 00	4	....do.....	158,900 00
					1	Oil, 2,300 bbls.; bone, 10,000 lbs.....	62,000 00	1	....do.....	62,000 00
	12	.....	12	.....	12	.....	462,900 00	12	.....	462,900 00
TALCAHUANO. William Crosby. Quarter ending Dec. 31, 1856.											

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

URUGUAY.

505

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.		Value.	
URUGUAY. MONTEVIDEO. <i>Robert M. Hamilton.</i> Quarter ending Dec. 31, 1856.	5	Baltimore.....	6	Rio de Janeiro...	4	Lumber.....	\$30,000 00	2	Hides, &c.....	\$105,405 00	
	2	Buenos Ayres....	1	Boston.....	3	Flour and sundries.....	82,000 00	1	Sundries.....	75,960 00	
	1	New York.....	1	New York.....	1	Flour.....	13,600 00	10	Ballast.....		
	1	Rio de Janeiro...	1	Rio Grande....	1	Salt.....	5,000 00	6	In port.....		
	1	Antwerp.....	1	Entre Rios....	4	Sundries.....					
	1	Hamburg.....	1	Chincha Islands..	2	Lumber.....					
	1	Rio Grande....	2		1	Coals.....					
	1	Charleston.....	6	In port.....	1	Ballast.....					
	1	Liverpool.....			2	In port.....					
	1	Bangor.....									
	1	Darien.....									
	1	Savannah.....									
	2	In port.....									
	19	.....	19	.....	19	.....	130,600 00	19	.....	181,365 00
Quarter ending March 31, 1857.	7	In port at com- mencement of the quarter....	7	Not reported....	7	In port at commencement of the quarter.....		7	Not reported.....		
	1	Bahia.....	1	Hampton Roads..	1	Lumber.....		1	Bones and bone ash, 180 tons.	1,800 00	
	1	Buenos Ayres....	1	New York.....	1	Sundries.....		1	Bones and bone ash, 300 tons.	3,000 00	
	2	Baltimore.....	1	San Francisco...	1	Flour, 2,300 barrels....	18,400 00	1	Wines and fruits.....		
	1	Mauritius.....	1		1	Flour, 1,500 barrels....	12,000 00	1	Flour, 1,000 barrels.....	8,000 00	
	1	Buenos Ayres....	1	Rio de Janeiro...	1	Ballast.....		1	Ballast.....		
	1	Jacksonville.....	1	Entre Rios.....	1	Lumber, 170,000 feet....		1	do.....		
	1	New York.....	1	Chincha Islands..	1	Sundries.....		1	do.....		
	1	Malaga.....	1	Not reported....	1	Wines and fruits.....		1	Not reported.....		
	1	Rio Grande....	1	Boston.....	1	Hides, &c.....		1	Hides, &c.....		
	1	Richmond.....	1	In port.....	1	Flour.....		1	In port.....		
	1	Baltimore.....	1	do.....	1	do.....		1	do.....		
	Entered: 12 barques, 1 brig; 7 in port. Cleared: 8 barques, 1 brig; 7 classes not reported; 4 in port. Aggregate tonnage entered: 3,755 tons.										

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
URUGUAY. MONTEVIDEO. <i>Robert M. Hamilton.</i> Quarter ending March 21, 1857—Continued.	2	Boston	2	In port.....	2	Sundries	2	In port.....	
	20	.....	20	.....		.....		.....	\$12,000 00
Quarter ending June 30.	1	Cape Verd.....	1	Buenos Ayres...	1	Salt, 300 tons.....	1	Inward cargo.....	2,500 00
	1	Darien	1	Not reported.....	1	Lumber	1	Not reported.....	
	3	Baltimore.....	3	do	3	Sundries.....	3	do	
	1	Boston	1	do	1	do	1	do	
	1	St. Catharine's...	1	do	1	Ballast.....	1	do	
	1	Put back.....	1	do	1	Bones and bone ash..	1	do	
	6	In port.....	6	do	6	In port, and reported last quarter.....	6	do	
	14	.....	14	.....		.....		.....	2,500 00
Quarter ending Sept. 30.		No return.....		.....		.....		.....	No return.
BUENOS AYRES. BUENOS AYRES. <i>William H. Hudson.</i> Quarter ending Dec. 31, 1856.	6	New York.....	3	New York.....	3	In port, and cargoes given last quarter of 1856.....	3	Ox and cow hides, 2,277 salted, and 16,017 dry; horns, 40,000; wool, 229 bags; rags, 107 bags.....	134,524 00
	1	Boston.....	1	Boston.....	1	do.....	1	Ox and cow hides, 6,564 dry, 1,300 salted; bones, 35,000; and sundries.....	56,595 00
	1	Boston.....	2	Sold.....	2	do.....	2	Sold.....	Aggregate tonnage entered: 12,229 tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.		
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	Value.
BUENOS AYRES. BUENOS AYRES. William H. Hudson. Quarter ending Dec. 31, 1856—Continued.	3	Boston	1	Callao	1	In port .....	.....	.....	1	Ballast .....	.....
		Montevideo	1	Montevideo	1	do .....	.....	.....	1	Not reported .....	.....
		Boston	1	Boston	1	do .....	.....	.....	1	Ox and cow hides, 5,840 dry, 1,461 salted; horns, 10,000, and sundries	\$41,211 00
	3	Baltimore	2	Rio de Janeiro	2	do .....	.....	.....	2	Ballast .....	.....
	1	Darien	1	Antwerp	1	do .....	.....	.....	1	do .....	.....
			1	New York	1	do .....	.....	.....	1	Ox and cow hides, 13,651 dry, 1,783 salted; horns and horse hair, 26 bags	79,365 00
	1	Portland	1	Callao	1	do .....	.....	.....	1	Ballast .....	.....
	1	Richmond	1	Rio de Janeiro	1	do .....	.....	.....	1	do .....	.....
	1	Jacksonville	1	St. Thomas	1	do .....	.....	.....	1	do .....	.....
	2	Baltimore	2	Rio de Janeiro	1	Lumber, 8,443 feet; flour, 2,985 bbls; rosin, 400 bbls ..	\$26,693 00	.....	1	do .....	.....
					1	Lumber, 9,464 feet; flour, 1,213 bbls; rice, 237 bbls; starch, 400 bbls, and sun- dries	17,843 00	.....	.....	.....	.....
	2	Boston	2	do	1	Ice, 350 tons; lumber, 4,090 feet	2,000 00	.....	1	Ballast .....	.....
					1	Lumber, 22,000 feet; shingles, 17,000; tea, 150 boxes, and sundries	7,932 00	.....	1	do .....	.....
	1	Richmond	1	do	1	Flour, 2,431 barrels	15,331 00	.....	1	do .....	.....
	1	Portland	1	do	1	Lumber, 217,971 feet	3,138 00	.....	1	do .....	.....
	2	New York	1	do	1	Flour, 1,174 barrels; lumber, 3,009 feet; fire crackers, 1,000 boxes, and sundries ..	15,774 00	.....	1	do .....	.....
					1	Flour, 2,282 barrels	27,370 00	.....	1	Ox and cow hides, 6,108; wool, 88 bags; tobacco, 111 pack- ages, and sundries	47,659 00
	1	Baltimore	1	New York	1	Sugar, 300 barrels; flour, 1,394 barrels, and sundries	20,361 00	.....	.....	.....	.....

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.				CARGOES.				CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	No. of Vessels.	Description.		Value.
BUENOS AYRES. BUENOS AYRES. <i>William H. Hudson.</i> Quarter ending Dec. 31, 1856—Continued.	1	Pensacola.....	1	do.....	1	Lumber, 270,000 feet.....	\$3,485 00	1	In port.....	.....
	1	Portland.....	1	do.....	1	Lumber, 229,575 feet; 1 car- riage.....	3,155 00	1	do.....	.....
	1	Philadelphia.....	1	do.....	1	Flour, 3,354 barrels; sugar, 200 barrels; biscuit, 500 boxes, and sundries.....	36,563 00	1	do.....	.....
	1	Rosario.....	1	do.....	1	.....	.....	1	do.....	.....
	1	Cape de Verd....	1	do.....	1	.....	.....	1	do.....	.....
	54	.....	54	.....	.....	574,512 00	54	.....	\$476,361 00	
	9	New York.....	1	Ambriz.....	34	Lumber, shingles, flour, rosin, starch, ploughs, chairs, nails, rice, rockets, tar, pitch, rolls mating, tea, cheese, silk, fire crackers, hams, butter, varnish, whiskey, cigars, sugar, brooms, cotton, spirits of turpentine, pitch pine, mahogany, machines, and sundries.....	466,468 00	22	Dry hides, salted hides, horse hides, hair, skins, bones, grease, feathers, nutria, skins, wool, horns, calf skins, hide cuttings, and sundries.....	785,109 00
	3	Portland.....	5	Rio Janeiro.....	.....	.....	.....	.....	.....	.....
	2	Richmond.....	4	New York.....	.....	.....	.....	.....	.....	.....
	5	Boston.....	3	East Indies.....	.....	.....	.....	.....	.....	.....
	1	Charleston.....	1	Patagonia.....	.....	.....	.....	.....	.....	.....
	1	Cape Verd.....	1	Entre Ros.....	.....	.....	.....	.....	.....	.....
	4	Baltimore.....	1	Portland.....	.....	.....	.....	.....	.....	.....
1	Montevideo.....	1	Pernambuco.....	.....	.....	.....	.....	.....	.....
1	Hamburg.....	1	Montevideo.....	.....	.....	.....	.....	.....	.....
1	Philadelphia.....	2	Boston.....	.....	.....	.....	.....	.....	.....
2	Rosario.....	1	Salem.....	.....	.....	.....	.....	.....	.....
1	Jacksonville.....	1	Callao.....	.....	.....	.....	.....	.....	.....
1	Salem.....	.....	.....	.....	.....	.....	.....	.....	.....
1	Pensacola.....	.....	.....	.....	.....	.....	.....	.....	.....
1	Savannah.....	12	In port.....	.....	.....	.....	.....	12	In port.....	.....
34	.....	34	.....	.....	.....	466,468 00	34	.....	785,109 00	
Quarter ending March 31, 1857.	Entered : 5 ships, 23 barques, 3 briggs, 3 schooners. Cleared : 2 ships, 15 barques, 3 briggs, 2 schooners, 12 in port. Agg. tonnage entered : 12,816 46 95 tons.									

Entered: 5 ships, 23 barques, 3
brigs, 3 schooners.
Cleared: 2 ships, 15 barques, 3
brigs, 2 schooners, 12 in port.
Agg. tonnage entered: 12,816 46 45
tons.

NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATES OF RETURNS.	VESSELS.			CARGOES.					CLASSES OF VESSELS, NUMBER OF EACH CLASS, AND AGGREGATE TONNAGE ENTERED.	
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.		Value.
BUENOS AYRES. BUENOS AYRES. <i>William H. Hudson.</i> Quarter ending June 30, 1857.	10	New York	3	London	26	Rosin, whiskey, biscuits, soap, mahogany, flour, rice, sugar, tea, starch, lumber, shoes, hams, candles, shingles, nails, chains, spirit, turpen- tine, rockets, brooms, oak planks, and sundries.....	20	Feathers, hair, hides, deer skins, nutria skins, horns, wool, hair, hide cuttings, goat skins, bones, and sun- dries.....	\$678,230 00	Entered: 6 ships, 16 barques, 2 brig, 2 schooners. Cleared: 4 ships, 13 barques, 1 brig, 2 schooners; 6 in port. Agg. tonnage entered: 10,692 69-95 tons.
	4	Boston	7	New York.....						
	4	Baltimore.....	3	Boston.....						
	1	Charleston.....	1	West Indies.....						
	1	Havre.....	1	Calcutta.....						
	3	Portland.....	2	Callao.....		\$389,105 00				
	1	New Orleans.	1	Uruguay.....						
	2	Rio Janeiro.....	1	Hampton Roads..						
			1	Rio Janeiro.....			6	In port.....		
			6	In port						
	26	.....	26	.....	26	.....	26	.....	678,230 00
		No return.....		.....					
Quarter ending Sept. 30.										No return.

NOTE.—Many quarterly returns omitted in the preceding tables, and designated in the appropriate column by the entry, "No return," were received at the Department of State after the report had passed into the hands of the Printer, and, consequently, too late to be inserted in their proper place in this volume. The commercial information of a permanent character which they contain, will be incorporated in Part I of the Annual Report for 1857-58.

RECAPITULATION,

Showing the navigation of the United States with each consulate in each foreign country, during each quarter of the year ending September 30, 1857, so far as data have been furnished by Consular Returns received at the Statistical Office of the Department of State. For aggregate values of cargoes, inward and outward, designation and quantities of merchandise, aggregate tonnage entered, and other minor details, the tabular statements must be consulted.

COUNTRY AND CONSULATE.	NAME OF CONSUL.	NUMBER OF VESSELS.									
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.		AGGREGATE.	
		Entered. Cleared.		Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
GREAT BRITAIN.											
London	Robert B. Campbell	119	119	No	return.	No	return.	No	return.	119	119
Bristol.....	F. B. Ogden.....	No	return.	14	14	1	1	22	22	37	37
Newport.....	.....do.....	No	return.	19	19	8	8	21	21	48	48
Cardiff.....	.....do.....	No	return.	32	32	25	25	43	43	100	100
Swansea.....	.....do.....	No	return.	4	4	2	2	4	4	10	10
Gloucester.....	.....do.....	4	4	No	return.	No	return.	17	17	21	21
Falmouth.....	Alfred Fox.....	6	6	4	4	5	5	14	14	29	29
Plymouth.....	Thomas W. Fox.....	7	7	5	5	No	return.	No	return.	12	12
Newcastle-upon-Tyne.....	H. Davy.....	28	28	5	6	22	22	48	46	104	102
Leith.....	James McDowell.....	No	return.	3	3	No	return.	1	1	4	4
Glasgow.....	Philip T. Heartt.....	32	31	30	30	13	13	12	12	87	86
Dublin.....	J. Arrott.....	1	1	No	return.	No	return.	4	4	5	5
Belfast.....	J. Higgins.....	1	1	1	1	No	return.	No	return.	2	2
Londonderry.....	J. R. Smith.....	2	2	No	return.	No	return.	No	return.	2	2
Cork.....	H. Keenan.....	10	7	24	22	35	35	45	44	114	108
Hong Kong.....	James Keenan.....	42	42	52	52	48	48	No	return.	142	142
Calcutta.....	Charles Huffnagle.....	56	56	61	61	No	return.	57	57	174	174
Singapore.....	John Thorne.....	16	16	27	27	37	37	No	return.	80	80
Point de Galle.....	John Black.....	No	return.	2	2	3	3	No	return.	5	5
Prince of Wales Island.....	C. C. Currier.....	12	12	No	return.	No	return.	No	return.	12	12
Sydney, (N. S. W.).....	J. H. Williams.....	22	22	24	24	11	11	23	23	80	80
Newcastle, (N. S. W.).....	G. Mitchell.....	3	3	No	return.	1	1	No	return.	4	4
Melbourne.....	J. M. Tarleton.....	No	return.	22	22	23	23	25	25	70	70
Hobart Town.....	D. McPherson.....	No	return.	3	3	2	2	No	return.	5	5
Bay of Islands, (N. Z.).....	G. B. West.....	No	return.	30	30	No	return.	No	return.	30	30
Gibraltar.....	H. J. Sprague.....	12	12	9	9	8	8	6	6	35	35
Malta.....	William Winthrop.....	10	10	6	6	No	return.	No	return.	16	16
Cape Town, (C. G. H.).....	G. S. Holmes.....	7	6	20	20	9	9	No	return.	36	35
Port Elizabeth.....	.....do.....	2	1	4	4	5	5	No	return.	11	10
Port Louis, (Mauritius).....	G. H. Fairfield.....	10	10	6	6	15	15	21	21	52	52
St. Helena.....	George W. Kimball.....	26	26	41	41	39	39	33	33	139	139
Halifax.....	Albert Pillsbury.....	5	5	1	1	10	10	13	13	29	29
St. John's, (N. F.).....	W. S. H. Newman.....	10	10	2	2	5	5	11	11	28	28
Pictou.....	Benj. H. Norton.....	13	13	No	return.	28	28	No	return.	41	41
St. John's, (N. B.).....	C. Whitaker.....	34	34	No	return.	No	return.	No	return.	34	34
Kingston.....	R. M. Harrison.....	48	48	No	return.	37	37	18	18	103	103
Nassau, (N. P.).....	J. F. Bacon.....	8	8	15	15	13	13	15	15	56	56
Turk's Island.....	James Winter.....	12	12	5	5	No	return.	No	return.	17	17
Salt Cay.....	.....do.....	11	11	3	3	No	return.	No	return.	14	14
Harbor Island.....	W. H. Sears.....	3	3	No	return.	3	3	2	2	8	8
Barbadoes.....	Wm. E. Hughes.....	51	51	30	30	36	36	28	28	145	145
Port of Spain, Trinidad.....	E. B. Mareche.....	25	25	32	32	62	62	No	return.	119	119
Inagua, Bahamas.....	D. Sargeant.....	No	return.	3	3	2	2	4	4	9	9
Antigua.....	R. S. Higginbotham.....	24	24	15	15	9	9	No	return.	48	48
St. Christopher.....	Wm. J. Thruston.....	16	16	4	4	8	8	5	5	33	33
Demarara.....	A. V. Calvin.....	29	29	No	return.	15	15	17	17	61	61

RECAPITULATION--Continued.

COUNTRY AND CONSULATE.	NAME OF CONSUL.	NUMBER OF VESSELS.									
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.		AGGREGATE.	
		Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
FRANCE.											
Havre.....	W. H. Vesey.....	68	68	100	99	64	64	58	58	290	289
Marseilles.....	Geo. W. Morgan.....	28	28	No	return.	20	20	17	17	65	65
Nantes.....	Hypolite Roque.....	2	2	6	6	4	4	3	3	15	15
Bordeaux.....	Thomas E. Miller.....	15	15	20	20	23	23	32	32	90	90
La Rochelle.....	T. W. Rountree.....	3	3	No	return.	2	2	4	4	9	9
Point à Petre.....	C. W. Kimball.....	25	25	No	return.	No	return.	No	return.	25	25
St. Pierre.....	Alexander Campbell.....	17	16	21	21	12	12	10	10	60	59
SPAIN.											
Cadiz.....	T. T. Tunstall.....	24	24	20	20	11	11	No	return.	55	55
Malaga.....	J. Somers Smith.....	25	25	8	8	9	9	34	34	76	76
Barcelona.....	Pablo Anguera.....	4	4	9	9	7	7	6	6	26	26
Tarragona.....	do.....	1	1	1	1	2	2	5	5	9	9
Denia.....	John Morand.....	No	return.	3	3	No	return.	No	return.	3	3
Valencia.....	Thomas Trenor.....	2	2	3	3	1	1	No	return.	6	6
Vigo.....	Manuel Barcena.....	8	8	1	1	No	return.	No	return.	9	9
Alicante.....	W. L. Giro.....	5	5	No	return.	4	4	No	return.	9	9
Havana.....	Andrew K. Blythe.....	193	193							193	193
Matanzas.....	John P. Garesché.....	62	62	38	38	120	120	11	11	231	231
Cardenas.....	Henry Harris.....	42	42	263	263	155	155	66	66	526	526
Trinidad de Cuba.....	S. McLean.....	19	19	48	48	24	24	16	16	107	107
Sagua la Grande.....	J. P. C. Thompson.....	10	10	52	52	45	45	8	8	115	115
Cienfuegos.....	C. D. Fowler.....	15	15	79	79	78	78	6	6	178	178
Remedios.....		3	3	17	17	27	27	9	9	56	56
St. Jago de Cuba.....	Stephen Cochran.....	14	14	29	29	33	33	13	13	89	89
Manzanillo.....	F. Richard.....	4	4	No	return.	No	return.	No	return.	4	4
Nuevitás.....	R. Gibbs.....	10	10	No	return.	No	return.	No	return.	10	10
St. John's, (Porto Rico).....	George Latimer.....	8	8	22	22	18	18	10	10	58	58
Ponce.....	J. C. Gallaher.....	14	14	No	return.	No	return.	No	return.	14	14
Mayaguez.....	T. Turull.....	14	14	No	return.	No	return.	No	return.	14	14
Guayama.....	F. W. Preston.....	11	11	No	return.	No	return.	No	return.	11	11
Manilla.....	Charles Griswold.....	30	30	No	return.	40	40	No	return.	70	70
PORTUGAL.											
Lisbon.....	Nicholas Pike.....	18	18	18	18	7	7	10	10	53	53
Fayal.....	C. W. Dabney.....	7	7	3	3	12	12	22	22	44	44
Funchal.....	J. H. March.....	2	2	1	1	1	1	3	3	7	7
St. Paul de Loando.....	J. G. Willis & S. Stabler.....	7	7			13	13	11	11	31	31
BELGIUM.											
Antwerp.....	A. D. Gall.....	24	22	16	16	38	38	30	30	108	106
HOLLAND.											
Rotterdam.....	W. S. Campbell.....	6	6	4	4	14	14	13	13	37	37
Amsterdam.....	R. G. Barnwell.....	4	4	5	5	4	4	5	5	18	18
Paramaribo.....	F. W. Oragin.....	14	14	No	return.	No	return.	No	return.	14	14
Batavia.....	A. A. Reed.....	7	7	7	7	5	5	No	return.	19	19
St. Martin.....	Charles Rey.....	6	6	7	7	5	5	11	11	24	24
Padang.....	F. D. Reed.....	5	5	No	return.	1	1	No	return.	6	6
DENMARK.											
Christianstadt.....	David Rodgers.....	5	5	5	5	6	6	No	return.	16	16
Frederickstadt.....	do.....	4	4	1	1	6	6	3	3	14	14
St. Thomas.....	Charles J. Helm.....	33	33	64	64	36	36	23	23	156	156
SWEDEN.											
Stockholm.....	A. W. Frestadius.....					4	4	2	2	6	6

RECAPITULATION.

513

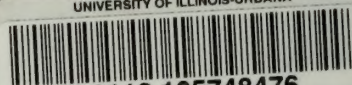
RECAPITULATION—Continued.

COUNTRY AND CONSULATE.	NAME OF CONSUL.	NUMBER OF VESSELS.									
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.		AGGREGATE.	
		Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
RUSSIA.											
Cronstadt.....	Alexander Wilkins.....	10	10	No	return.	35	35	23	23	58	58
Odessa.....	John Ralli.....	2	2	No	return.	No	return.	4	4	6	6
AUSTRIA.											
Trieste.....	W. A. Buffum.....	17	17	10	10	23	23	19	19	69	69
Venice.....	E. W. Perry, jr.....	4	4	3	3	5	5	5	5	17	17
HANSE TOWNS.											
Hamburg.....	E. B. Ames.....	4	4	1	1	14	14	12	12	31	31
Bremen.....	W. Hildebrand.....	12	12	6	6	16	16	11	11	34	34
SARDINIA.											
Genoa.....	A. Herbemont.....	9	9	15	15	15	15	7	7	46	46
Spezia.....	E. H. Leese.....	1	1	1	1	No	return.	No	return.	2	2
TUSCANY.											
Leghorn.....	J. A. Binda.....	6	6	2	2	12	12	No	return.	20	20
TWO SICILIES.											
Naples.....	A. Hammett.....	4	4	3	3	5	5	3	3	15	15
Palermo.....	H. H. Barstow.....	17	17	28	28	30	30	4	4	79	79
Trapani.....	S. de S. Malato.....	5	5	2	2	2	2	8	8	17	17
Messina.....	F. W. Behn.....	21	21	26	26	15	15	4	4	66	66
TURKEY.											
Constantinople.....	John P. Brown.....	No	return.	5	5	6	6	8	8	19	19
Smyna.....	E. S. Offley.....	13	12	8	8	8	8	16	16	36	36
EGYPT.											
Alexandria.....	E. De Leon.....	No	return.	4	4	1	1	No		5	5
AFRICA.											
Monrovia.....	John Z. Forney.....	3	3	15	15	10	10	16	16	44	44
MUSCAT.											
Zanzibar.....	D. H. Mansfield.....	3	3	6	6	7	7	No	return.	16	16
CHINA.											
Shanghai.....	R. C. Murphy.....	39	39	No	return.	17	17	No	return.	56	56
Foo-Chow-Foo.....	Caleb Jones.....	12	12	7	7	8	8	No	return.	27	27
Amoy.....	T. H. Hyatt.....	7	7	6	6	No	return.	No	return.	13	13
SANDWICH ISLANDS.											
Honolulu.....	G. A. Lathrop.....	122	122	51	51	37	37	No	return.	210	210
Lahaina.....	A. G. Chandler.....	76	76	25	25	No	return.	7	7	108	108
Hilo.....	Thomas Miller.....	14	14	21	21	7	7	2	2	44	44
NAVIGATORS' ISLANDS.											
Apia.....	A. Van Camp.....	No	return.	3	3	No	return.	No	return.	3	3
FEEJE ISLANDS.											
Lanthala.....	J. B. Williams.....	2	2	No	return.	No	return.	No	return.	2	2
HAYTI.											
Port au Prince.....	J. N. Lewis.....	29	29	No	return.	No	return.	No	return.	29	29
Cape Haytien.....	Q. E. Hubbard.....	20	20	10	10	11	11	13	13	54	54
Gonaives.....	J. S. Brooks.....	19	19	12	12	No	return.	No	return.	31	31
Aux Cayes.....	.....	26	26	No	return.	No	return.	.....	.....	26	26
Jeremie.....	A. Folsom.....	13	13	No	return.	No	return.	No	return.	13	13

RECAPITULATION—Continued.

COUNTRY AND CONSULATE.	NAME OF CONSUL.	NUMBER OF VESSELS.									
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.		AGGREGATE.	
		Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
DOMINICAN REPUBLIC.											
St. Domingo.	Jonathan Elliott.....	1	1	2	2	No	return.	No	return.	3	3
MEXICO.											
Vera Cruz.....	John T. Pickett.....	13	13	10	9	11	11	12	12	46	45
Tampico.....	Franklin Chase.....	7	7	4	4	10	10	7	7	28	28
Acapulco.....	Charles L. Denman.....	16	16	13	13	12	12	14	14	55	55
Mazatlan.....	C. B. Smith.....	No	return.	3	3	No	return.	No	return.	3	3
Minatitlan... ..	J. A. Pleasants.....	11	11	No	return.	No	return.	No	return.	11	11
NICARAGUA.											
San Juan del Norte.....	B. S. Cottrell.....	13	13	14	14	2	2	5	5	34	34
San Juan del Sur.....	John Priest.....	5	5	9	9	No	return.	No	return.	14	14
COSTA RICA.											
San José de Costa Rica.....	M. L. Hine.....	6	5	No	return.	No	return.	No	return.	6	5
HONDURAS.											
Omoa.....	A. Follin.....	1	1	2	2	1	1	No	return.	4	4
NEW GRANADA.											
Panama.....	A. B. Corwine.....	12	12	16	16	14	14	12	12	54	54
Aspinwall.....	A. Morrell.....	38	38	28	28	51	51	31	31	148	148
VENEZUELA.											
Maracaibo.....	B. H. Swift.....	No	return.	6	6	9	9	No	return.	15	15
Puerto Cabello.....	J. M. Litchfield.....	14	14	12	12	17	17	13	13	56	56
La Guayra.....	J. T. Goulding.....	18	17	13	13	16	16	12	12	59	58
ECUADOR.											
Guayaquil.....	M. P. Game.....	4	4	3	3	1	1	No	return.	8	8
BRAZIL.											
Rio de Janeiro.....	Robt. G. Scott.....	91	91	80	80	49	49	71	71	291	291
Pernambuco.....	A. H. Clements.....	17	17	10	10	16	16	9	9	52	52
Para.....	E. P. Bailey.....	No	return.	8	8	10	10	9	9	27	27
Rio Grande do Sul.....	N. O. Cornwall.....	10	10	12	12	5	5	No	return.	27	27
Bahia.....	J. S. Gilmer.....	15	15	11	11	11	11	3	3	40	40
Maranhão.....	A. Thompson.....	3	3	No	return.	5	5	No	return.	8	8
PERU.											
Callao.....	William Miles.....	71	71	45	45	44	44	49	49	209	206
CHILE.											
Valparaiso.....	G. B. Merwin.....	23	23	19	19	15	15	No	return.	57	57
Talcahuano.....	W. Crosby.....	12	12	55	55	18	18	15	15	100	100
URUGUAY.											
Montevideo.....	R. M. Hamilton.....	19	19	20	20	14	14	No	return.	53	53
BUENOS AYRES.											
Buenos Ayres.....	William H. Hudson.....	54	54	31	34	26	26	No	return.	114	114

UNIVERSITY OF ILLINOIS-URBANA



3 0112 105748476